

GREAT TRANSCONTINENTAL ROUTE

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1896

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Ticket Offices

C.P.R.

CORRECTED TO MAY 18TH, 1896

Canadian
Pacific
Railway.

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CORRECTED TO MAY 18TH, 1896.

Canadian Pacific Railway

ANNOTATED TIME TABLE

WITH INFORMATION AS TO C. P. R.
TRANSCONTINENTAL ROUTES

The Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and for river, gulf, lake and ferry steamers are during season of navigation only. Ferry at Quebec, Prescott and Detroit, and Steamship sailings from Vancouver, Victoria and San Francisco, and Pacific Coast are all the year

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Canadian Pacific Railway

ANNOTATED TIME TABLE

QUEBEC and MONTREAL: 172 Miles

Eastern Division

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
172	LEAVE 11.10 P.M.	Quebec—Population 70,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels, chief among which on Dufferin Terrace is the Chateau Frontenac, a magnificent fireproof structure, are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport. The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the headwaters of the Saguenay. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Dominion, Beaver and Hansa lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.	ARRIVE 3.00 P.M.	3053
	DAILY		WEEK DAYS	
	EASTERN STANDARD TIME		Places of interest	
			Railway & steamship connections	

† Additional train leaves Quebec for Montreal at 10.30 p.m. (week days only), arriving Montreal at 6.30 a.m.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
165	1.28	Lorette	Are ancient settlements, originally seignories, fronting upon the St. Lawrence.	2.40	3046
159	1.40	Belair		2.30	3040
146	2.10	Pont Rouge		2.10	3027
142	2.20	St. Bazile		1.58	3023
137	2.30	Portneuf	Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village.	1.48	3018
133	2.39	Deschambault		1.37	3014
130	2.47	Lachevrotiere		1.30	3011
127	2.53	Grondines		1.23	3008
119	3.08	Ste. Anne de la Perade	The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.	1.08	3000
114	3.19	Batiscan		12.57	2995
107	3.34	Champlain		12.40	2988
97	3.54	Piles Junction		12.21	2978
	P.M.			P.M.	
95	4.15	Three Rivers —Population 10,000. At the mouth of the St. Maurice, and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.		P.M. 12.15	2976
	P.M.				
	St. Maurice River			Mills and iron works	
87	4.30	Pointe du Lac		A.M.	
80	4.47	Yamachiche	The route now lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a constantly increasing distance from the	11.42	2968
74	4.58	Louiseville		11.27	2961
70	5.07	Maskinonge		11.15	2955
64	5.18	St. Barthelemi		11.05	2951
60	5.25	St. Cuthbert		10.53	2945
57	5.32	Berthier Junc.		10.45	2941
48	5.50	Lanoraie		10.38	2938
	P.M.			10.20	2929
				A.M.	

|| Refreshment Station.

Miles from Montreal	West-bound Train
48	P. 5
43	6
39	6
35	6
26	6
23	6
17	7
12	7
10	7
5	7
1	7
0	8
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|| Refreshment Station
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 arriving at
 Montreal a

East-bound Train	Miles from Vanc'y	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'y
LEAVE			LEAVE		LEAVE	
2.40	3046			ing districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,800), where Lake St. Peter is seen, are the St. LEON (Saline) SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,000.		
2.30	3040					
2.10	3027					
1.58	3023					
1.48	3018					
1.37	3014					
1.30	3011					
1.23	3008					
1.08	3000					
2.57	2995					
2.40	2988					
2.21	2978					
P.M.						
		48	P.M.	Joliette Junc.	A.M.	2929
		43	5.52		10.16	
		43	6.03	La Valtrie	10.06	2924
		39	6.11	Vaucluse	9.59	2920
		35	6.25	L'Epiphanie	9.50	2916
		26	6.43	St. Henri	9.32	2907
		23	6.54	Terrebonne	9.25	2904
		17	7.08	St. Vincent de Paul		
		12	7.35	St. Martin Junc.	9.12	2898
		10	7.40	Sault aux Re-collets	9.00	2894
					8.42	2896
		5	7.50	Mile-End		
		1	7.59	Hochelaga	8.33	2901
				the neighboring cities, and in rail way bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.		2905
					WEEK DAYS	
			DAILY			
		0	ARRIVE	Montreal —Dalhousie Square Station.	A.M.	2906
			8.05		8.10	
			P.M.		LEAVE	

|| Refreshment Stations.

† Additional train leaves Montreal for Quebec at 10.30 p.m. every week day, arriving at Quebec at 6.30 a.m. the following morning. On Sundays train leaves Montreal at 3.30 p.m., arriving at Quebec at 9.55 p.m.

A.M.	
11.42	2968
11.27	2961
11.15	2955
11.05	2951
10.53	2945
10.45	2941
10.38	2938
10.20	2929
A.M.	

Short Line

HALIFAX AND MONTREAL: 756 Miles

Atlantic Division

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
0	A. M. 8 50	Halifax —Population 40,000. The capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mail steamships, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 253 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard; Point Pleasant, a public resort owned by the Imperial authorities, and leased to the City of Halifax; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.	P. M. 11.20	3666
	Leave daily except Sundays		Arrive daily except Sundays	
	Halifax		Communication by str. with West Indies, etc.	
9		Bedford	10.59	3657
14		Windsor Junc.	10.49	3652
36		Milford		3630
40	8.07	Shubenacadie	10.06	3626
		tion to the west and south to Yarmouth, gives an alternate route to St. John, N.B., by a splendid steamer service across the Bay of Fundy, between Digby and that city. The railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	The Evangeline Route.	
62	8.50	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery. Speckled trout	9.30	3604

/ Flag Station. Dining Car between Truro and Brownville Junc.

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Miles

East-bound Train	Miles from Vancouver
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P.M. 11.20	3606
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arrive daily except Sundays	
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Communication by str. with West Indies, etc.	
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10.50	3657
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0.40	3652
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0.06	3630
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The Vancouver route.	
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0.30	3604
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MP. from Hali fax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE	and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, from which historic Louisburg is now easily reached by rail.		LEAVE	
	Trout and salmon fishing			Moose, cariboo & grouse shooting	
	A.M.				
	79 9.25	Londonderry	The Acadian Iron Works are three miles from Londonderry, a branch line extending to them. Oxford has extensive factories,	8.45	3587
	108 10.24	Oxford Junction		7.46	3558
	121 10.55	Spring Hill Junc.		7.20	3545
	138 11.29	Amherst		6.35	3528
	148 11.49	Sackville		6.11	3518
	179 12.48	Painsec Junction		4.57	3487
	Fish-ing and shoot-ing	a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Pictou. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering place of Parsboro on the Minas Basin. <i>Amherst</i> (pop. 4,000) is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Amherst is the Chignecto ship railway (uncompleted) connecting the Straits of Northumberland with the Bay of Fundy, and a few miles further on are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles in the early days between the English and French. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. From <i>Painsec Junction</i> a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.		Minas Basin	
	P.M.				
	186 1.10	Moncton	—Population 9,500, situated on a bend of the Petitcodiac River. It is the centre of the Intercolonial Railway system and the head offices and workshops are located here. It has many important industries, prominent among which are the sugar refinery and cotton factory. An	4.40	3480
	Head quarters of Intercolonial Ry.				

I Refreshment Station

/ Flag Station

Miles from Halifax	West bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Halifax
	LEAVE	interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave several feet high.		LEAVE		277
	P. M.			High tide		289
199	f 1.32	Salisbury	The first part of the journey from Moncton to St. John lies through an un-	4.08	3467	312
209	f 1.48	Petitcodiac		3.51	3457	319
232	2.27	Sussex		3.08	3434	
253	f 3.08	Hampton		2.29	3418	
	P. M.	attractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please.		P. M.		340
	Pictur- esque scen'ry			Hills and heights		359
275	P. M. 4.00	St. John, N.B. —Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—a winter port for the Atlantic steamers—and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily during the summer months and tri-weekly in winter between St. John and Digby, where connection is made with the Dominion Atlantic Ry. for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces; and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.		1.50	3391	365
	Stately build- ings			P. M.		377
	Bay of Fundy			St. John River		381
				Alter- nate route to Hal- ifax.		386
						391
						400
						412
						421
						428
						442
						457
						463
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Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc v r
497	P.M. 11.35	Greenville Junc.	Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within a short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. <i>Moosehead</i> is a small station, also upon the lake shore. Near <i>Askwith</i> station the Kennebec river leaves Moosehead lake. Trout Brook is, as its name indicates, close to a good fishing water. From <i>Jackman</i> the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. <i>Holeb</i> , <i>Caswell</i> and <i>Lowelltown</i> are small stations near the boundary between Maine and Quebec.	A.M. 6.02	3169
507	f 11.53	Moosehead		f 5.38	3159
515	No	Askwith		No	3151
524	Stop	Mackamp		Stop	3142
530	A.M.	Long Pond			3138
537	12.51	Jackman		4.44	3129
550	f 1.14	Holeb		f 4.20	3116
561	1.40 A.M.	Lowelltown		3.55	3105
				St'mer from Greenville to Mount Kineo.	
				A.M.	
565	A.M.	Boundary	We now reach the boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory.	A.M.	3101
581	2.25	Megantic		3.10	3085
589	2.45	Spring Hill		2.45	3077
595		Milan			3071
605	3.20	Scotstown		2.04	3061
611		Gould			3055
619		Bury			3047
628	4.00	Cookshire		1.09	3038
				A.M.	
				Lake Megan tic	
			Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At <i>Megantic Station</i> sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip. From here, <i>Levis</i> (opposite Quebec) is reached by the Quebec Central Ry.		
633		Birchton			3033
635	No	Bulwer		No	3031
639	Stop	Johnville		Stop	3027
646	4.47	Lennoxville		12.25	3020
648	5.05 A.M.	Sherbrooke		12.12	3018
				MIDN'T	

f Flag Station

Miles from Halifax

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f Flag Dining

Miles from Halifax	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
	Arrives Daily except Mondays	the St. Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the celebrated dusky lacrosse players. Crossing the broad St Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Highlands</i> —thence on to <i>Montreal Junction</i> , from whence the several lines of the Canadian Pacific Railway extend to Toronto, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg, Sault Ste. Marie, St. Paul, New York and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure known as the Canadian Pacific Railway Co.'s Windsor St. Station, Montreal.	Leaves Daily except Saturdays	
	Lachine Rapids		Windsor St. Sun	

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Leaves Daily except Saturdays

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Routes to and from Montreal.

From **New York** to **Montreal** a choice of several routes is offered.

ROUTE I.—The New York Central Route is up the east shore of the picturesque Hudson River to Albany, N. Y.; thence via Utica and the attractive Summer Resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and into their Windsor Street Station at Montreal. This trip may be pleasantly varied by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above. New York is left at 8.30 a.m. week days, 6 p.m. daily, Sundays included, and Montreal is reached at 9.45 p.m. and 9.05 a.m.

ROUTE II.—Is via N.Y.C. Rd. to Troy and thence Central Vermont via the east shore of Lake Champlain, Montreal being reached at Bonaventure Station, from which transfer can be made to Canadian Pacific Windsor Street Station. New York is left at 9.40 a.m. week days, 6.25 p.m. daily, Sundays included, and Montreal reached at 9.30 p.m., and 7.40 the following morning.

ROUTE III.—Same as Route II. to Troy, thence Delaware & Hudson R.R. via the west shore of Lake Champlain. This route can be varied in summer via steamer through Lakes George and Champlain at an expenditure of about 12 hours' time and slight additional cost in price of ticket. New York is left at 9.40 a.m. week days, 6.25 p.m. daily, Sundays included, and Montreal reached at 10.15 p.m. and 7.30 a.m.

From **Montreal** to **New York**, New York Central trains leave Windsor Street Station at 8.10 a.m. week days, and 4.25 p.m. daily, Sundays included, arriving there at 10.00 p.m. and 7.30 a.m. Via the D. & H. Rd., trains leave Bonaventure Station 9.10 a.m. week days, 6.20 p.m. daily, Sundays included. Via Central Vermont at 9.00 a.m. week days and 6.10 p.m. daily, Sundays included.

From **Boston** to **Montreal** through Canadian Pacific trains leave from the Lowry Depot at 9 a.m. week days only, and 8.00 p.m. daily, Sundays included, arriving at Montreal at 8.30 p.m. and 7.30 a.m., respectively. The route traverses the most interesting part of New England, past the White Mountains the rich valleys of northern Vermont, along Lake Memphremagog and the Green Mts.—From **Montreal** to **Boston** Canadian Pacific trains leave Windsor Street Station at 9 a.m., week days only, and 8.20 p.m. daily, Sundays included. Through Sleeping and Parlor Cars.

From **Portland, Me.,** to **Montreal.** The Maine Central trains leave Portland at 8.45 a.m. and 5.55 p.m., week days only, entering the White Mountains at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's and Lunenburg, and across New Hampshire to St. Johnsbury, Vt., where they connect with the trains from Boston.—From **Montreal** to **Portland** Canadian Pacific trains leave at 9 a.m., Sundays excepted, and 8.20 p.m. daily, Saturdays excepted. Through Sleeping and Parlor Cars during summer months.

Trains from **Boston** and **Portland** cross the St. Lawrence by the magnificent steel bridge of the Canadian Pacific Railway just above Montreal, and stop at Windsor Street Station, from which Transcontinental trains depart.

From **Niagara Falls, Toronto** and **The Thousand Islands**, steamers descend the St. Lawrence River, during the summer months, through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence. Steamers leave Toronto daily, except Sundays. The traveller may, if he desires, cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway in one day or one night, or reach the Transcontinental line via the Ontario route at North Bay. Niagara Falls may be reached by several railroads from Boston or New York.

Time of Foreign Railway and Steamship Lines is given as information only; it is not guaranteed, as it is subject to change.

Transcontinental Rail Route

MONTREAL and VANCOUVER :

2906 Miles

Eastern Division, Montreal to Fort William: 998 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
0	A.M. 9.50	Montreal —(Windsor Street Station)—Population (with suburbs) 300,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1700. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, Hansa and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the Transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change. Trains for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, Winnipeg, Vancouver, St. Paul and Minneapolis depart from Windsor Street Station.	P.M. 7.45 ARRIVE	2906
	LEAVE			To New York 385; to Boston 332.
	Daily, except Sunday		Daily except Sunday	
	EASTERN TIME (East of Fort William)		Five days and 6 hours from Vancouver	
			Railway connections	
5	10.02	Montreal Junc. —This is the point of junction for trains from and to the Maritime Provinces, New York, Boston and Portland, and all trains to the west. It is rapidly becoming a residential suburb of Montreal and already streets have been laid out and many private residences built. The neighborhood is remarkable for its apple orchards, the world-renowned Fame-	7.35	2901

! Refreshment Station.
Additional trains run between Montreal, Ottawa and Upper Ottawa Valley.
See current time tables.

Miles from Montreal

10
12
17
20
27
32
37
44
49
57
59
65
74
79
84
90
94
100
104
109
114
118

|| Ref

Route

998 Miles

Fast-bound Train Miles from Vanc'vr

P. M. 7.45 ARRIVE 2906

To New York 335; to Boston 332.

Daily except Sunday

Five days and 6 hours from Vancouver

Railway connections

7.35 2901

Ottawa Valley.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
	LEAVE		LEAVE	
	A. M. 10 15	use being grown here to perfection, and the line to this point from Montreal crosses all streets and residential parts on overhead bridges.	P. M. 7.22	
		Outremont Junc. —A rising suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.		
10		Sault aux Recollets —Rapids of a branch of the Ottawa.		2896
12	10.31	St. Martin Junction —Divergence of line to Quebec.	7.06	2894
17		Ste. Rose		2889
20	No	Ste. Therese	6.53	2886
27	Stop	St. Augustin		2879
32		Ste. Scholastique		2874
37	11.20	St. Hermas		2869
44	No	Lachute		2862
49	Stop	St. Philippe West	6.05	2857
57		Grenville		2849
		The northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese</i> three branch lines diverge to <i>St. Lin</i>, <i>St. Jerome</i>, <i>St. Agathe</i>, <i>St. Jovite</i>, <i>Labelle</i> and <i>St. Eustache</i>.		
59	NOON 11.59	Calumet	P. M. 5.44	2847
65		Pointe au Chene		2841
74		Montebello		2832
79		Papineauville		2827
84		North Nation Mills		2822
90		Thurso		2816
94	No	Rockland	No	2812
100	Stop	Buckingham	Stop	2806
104		L'Ange Gardien		2802
109		East Templeton		2797
114		Gatineau		2792
118		Hull		2788
		frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond this station, the main line of the railway crosses,		
	Mines		Phosphate mines	

|| Refreshment Stations.

/ Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE	by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From Hull (pop. 10,000) a branch-line diverges, keeping north of the Ottawa through AYLMER and for fifty miles beyond. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.	LEAVE		186
	Aylm'r Br'nch				189
					198
					205
					211
					214
					219
120	Ar 1.40 Lv 1.50 P.M.	Ottawa —Pop. 50,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, where ferry connection is made with Ogdensburg, N. Y. and rail lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.	P.M. Lv 4.00 Ar 3.50	2786	
	Capital of the Dominion		Lumber making		224
122		Skead's		2784	229
124	f 2.00	Britannia	No	2782	234
128		Bell's Corners	Stop	2778	241
134	f 2.22	Stittville		2772	246
144		Ashton		2763	251
		stretches may be seen enormous quantities of saw-logsheld in "booms" for the use of the mills below.			255
148	2.53	Carleton Place (Junction) —Pop. 5,000. Junction of a branch-line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at SMITH'S FALLS. At Carleton Place are large saw-mills, railway and other workshops.	2.58	2758	262
155	3.00	Almonte	2.38	2751	270
158		Snedden		2748	274
163	3.31	Pakenham	2.17	2743	284
171	3.46	Arnprior	2.00	2735	297
174	f 3.52	Braeside	f 1.51	2732	307
177	3.58	Sand Point	1.46	2729	
183		Castleford		2723	

| Refreshment Stations.

f Flag Station

| Refr

East-bound Train	Miles from Van'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		West-bound Train	Miles from Van'v'r
LEAVE		186	LEAVE	Russell	beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west,	LEAVE	2720
		189	P. M.	Renfrew		P. M.	2717
		198	4.23	Haley's		1.20	2708
		205	f4.38	Cobden		12f59	2701
		211	4.52	Snake River		12.45	2695
		214	P. M.	Graham		P. M.	2692
		219		Government Road			2687
P. M.	2786			and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,500) are large woollen mills and other manufactories. <i>Pakenham</i> (pop. 2,200) and <i>Arnprior</i> (pop. 3,500) are also important manufacturing points. From <i>Renfrew</i> (pop. 2,900) the Atlantic & N. W. Branch runs to Eganville and it is also the junction of the Kingston & Pembroke Ry., extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. <i>Pembroke</i> (pop. 4,800)		FIFTH DAY	
Lumber making		224	5.28	Pembroke	is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently	Kings ton and Pembroke Ry.	
		229	f5.38	Stafford		NOON	2682
		234	f5.48	Petawawa		12.08	2677
		241	f5.50	Thistle		f11.52	2672
		246	6.13	Chalk River		f11.42	2665
		251	h6.23	Wylie		f11.30	2660
		255	f6.31	Bass Lake		11.20	2655
		262	f6.42	Moorlake		h11.05	2651
		270	f6.59	Mackey		f10.56	2644
		274	f7.07	Rockliffe		f10.48	2636
No Stop	2782	284	f7.26	Bissett		f10.28	2632
	2778	297	f7.51	Deux Rivieres		f10.01	2622
	2772	307	f8.10	Klock		f 9.36	2609
	2763		P. M.			f 9.15	2599
				seen. From <i>Pembroke</i> to <i>Mattawa</i> the railway continues along the west bank of the Ottawa, whose valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divisional point, with an engine-house and the usual railway buildings and appurtenances. <i>Mattawa</i> (pop. 1,800) is an old fur-trading post of the Hudson's Bay Company, but at present of		A. M.	
2.58	2758		Timber mills			Fish and game	
		318	P. M.	Mattawa		A. M.	2588
		324	8.31	Calvin		8.55	2582
		330	f8.51	Eau Claire		f8.35	2576
		337	9.06	Rutherglen		f8.23	2569
		344	9.20	Bonfield		8.10	2562
		348	f9.28	Nasbongsing		f8.00	2558
2.38	2751						
	2748						
2.17	2743						
2.00	2735						
f1.51	2732						
1.46	2729						
	2723						

Refreshment Station. **A** Stop on signal Wed. and Fri. only. **f** Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
358	LEAVE 7/9.47	Thorncilff	most importance as a distributing point for the lumbering districts and agricultural country about Lake Temiscamingue. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiscamingue and no more enjoyable canoeing can be imagined than in exploration of these waters which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Callander (now called Bonfield) was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond Thorncilff is Nipissing Junction, the junction of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where connection with the C. P. Ry. trains is made. (See p. 63.)	LEAVE 7/7.37	2548
	Game		Valley of the Mattawa		
	Grand Trunk Ry.				
364	10.15	North Bay —Pop. 3,000. The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops etc., and there are very good hotels.	7.25 A.M.	2542	
	Lake Nipissing		Ch'nge cars for Trnto		
	P.M.				
374	7/10.34	Beaucauge	7/6.51	2253	
378	7/10.42	Meadowside	7/6.42	2528	
387	7/11.00	Sturgeon Falls	7/6.25	2519	
390	7/11.05	Cache Bay	7/6.20	2516	
397	7/11.19	Verner	7/6.06	2509	
406	7/11.35	Warren	7/5.50	2500	
412		Hagar		2494	
419	7/11.56	Markstay	7/5.26	2487	
427		Stinsons		2479	
431	7/12.20	Wahnapiatae	7/5.02	2475	
436	A.M.	Romford	A.M.	2470	
		From North Bay to Heron Bay, on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are			

Refreshment Station

Flag Station

Ref

TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	A. M.	and railway structures. <i>Biscotasing</i>		P. M.	
615	7.38	Chapleau	is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber.	10.04	2201
629	7.10	Pardee	<i>Chapleau</i> (pop. 700) is another divisional point, with railway workshops and is a bright railway town. Farming operations on a small scale have recently been commenced here. It is charmingly	7.22	2277
644	7.44	Windermere		7.47	2262
661	7.17	Dalton		7.07	2245
675	9.47	Missanable		7.33	2231
685		Lochalsh			2221
694	7.10.31	Otter		7.40	2212
710	7.11.04	Grassett		7.14	2196
727	7.11.43	Amyot		7.37	2179
747	12.35	White River		4.50	2159
763	7.1.14	Bremner		4.10	2143
776	7.1.42	Trudeau		3.42	2130
787	7.2.04	CACHE LAKE		3.18	2119
797	7.2.25	Meigund		7.55	2109
	P. M.			P. M.	
		situated on Lake Kabequashene, the waters of which flow into James' Bay. Near <i>Missanable</i> , where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. 19 miles south of <i>Missanable</i> is excellent trout fishing, and the country is rich in minerals. Beyond		FOURTH DAY	
802	2.40	Heron Bay	<i>Missanable</i> for sixty miles are many very heavy rock cuttings.	2.40	2104
811	2.55	Peninsula	<i>White River</i> , in addition to buildings common to	2.23	2065
821	3.20	Port Coldwell		1.58	2084
830	7.3.42	Middleton		7.1.35	2076
846	4.20	Jack Fish		12.57	2060
				P. M.	
		all divisional stations, has yards for resting cattle <i>en route</i> from the Northwest to the eastern market. From <i>White River</i> station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , a coaling station on the northeast angle of Lake Superior. From <i>Heron Bay</i> for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the look-out before reaching <i>Peninsula</i> . The great sweep around <i>Jackfish Bay</i> is particularly fine. Beyond <i>Schreiber</i> (a divisional point		Leaving Lake Superior	
	P. M.			NOON	
865	5.15	Schreiber		12.12	2041
880	5.50	Rosspoint		11.27	2026
896	7.6.26	Gravel River		7.10.52	2010
912	7.7.02	Mazokama		7.10.15	1994
	P. M.			A. M.	
		Lake Superior		Superb views	

1 Refreshment Stations.

f Flag Station

East-bound Train	Miles from Vance	West-bound Train
LEAVE		ARRIVE
P. M.		
10.04	2291	
10.22	2277	
10.47	2262	
10.57	2245	
7.33	2231	
	2221	
10.49	2212	
10.14	2196	
10.37	2179	
4.50	2159	
10.10	2143	
10.42	2130	
10.18	2119	
10.55	2109	
P. M.		
FOURTH DAY		
2.40	2104	
2.23	2095	
1.58	2084	
1.35	2076	
12.57	2060	
P. M.		
Leaving Lake Superior		
NOON		
12.12	2041	
11.27	2026	
10.52	2010	
10.15	1999	
A. M.		
Superb views		
Bag Station		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE	and refreshment station) a chain of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond Nepigon station. Between Rossport and Gravel River some of the heaviest work on the entire line of railway occurs. The constantly changing views on Nepigon Bay are charming.		LEAVE	
028	P. M. 7.45	Nepigon	All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nepigon River especially, they are noted for their large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high bright-red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for Fort William, and from the higher elevations delightful views of Thunder Bay are to be had.	9.40	1978
946	7.52	Wolf River		10.00	1960
961	7.59	Pearl River		10.27	1945
970	8.02	Loon Lake		10.30	1936
979	8.10	Mackenzie		10.50	1927
	P. M.				
	Trout fishing				
				EASTERN TIME (Fort William to Montreal)	
993	10.15	Fort Arthur —Pop. 3,000. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels.		7.20	1913
998	10.30 P. M.	Fort William —Pop. 3,000. A short distance from the mouth of the Kaministiquia river, a broad, deep stream with firm banks, affording extraordinary advantages for lake traffic. The fine steel lake steamships of the Canadian Pacific line ply between here and Owen Sound (see page 61), and Windsor (during July and August). FORT WILLIAM is the western terminus of the Eastern div. of the C. P. R. and of their Lake Steamship Line.		7.00 A. M.	1908
	Arrives daily, except Mondays.			Leaves daily, except Saturday.	
FORT WILLIAM and DONALD: 1,450 Miles (Western Division)					
Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
998	LEAVE 22.00	Fort William	From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, it has become a favorite resort for tourists, and is rapidly becoming an important commercial centre. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," whom Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, f Flag Station.	5.30 A. M. ARRIVE Train stops 30 min. Civic wealth	1908
	This train stops 30 min. at Fort William				
	Daily, except Monday				

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE			LEAVE		1226
	Silver Mines			Daily, except Saturday.		1236
	CENTRAL TIME (Fort William to Brandon)					1244
						1250
						1259
						1267
						1278
						1283
	The Harbour			Thunder Bay		1291
1011	22.40	Murillo	Range in Minnesota branches off from here. From	5.00	1806	1293
1016	f22.55	Kakabeka		f4.48	1890	1295
1022	23.10	Kaministiquia	Fort William to	4.35	1884	1303
1031	/23.35	Finmark	Winnipeg the	f4.15	1875	1310
1038	23.55	Buda	railway traverses a wild broken	4.00	1868	1314
1044	f24.08	Oskondiga	region, with rapid	f3.47	1862	1322
1049	f24.20	Nordland	rivers and many	f3.36	1857	1327
1053	24.30	Dexter	lakes, but containing valuable	3.28	1853	1333
1059	f24.42	Linkoping	forests and mineral deposits.	f3.15	1847	1343
1070	1.05	Savanne	<i>Murillo</i> is the	2.54	1836	1349
1080	f1.27	Upsala	railway station	f2.31	1828	1353
1088	f1.43	Carlstad	for the Rabbit	f2.15	1818	1363
1096	2.00	Niblock	Mount. silver district, and 4 miles	2.00	1810	1369
1164	f2.15	Shebandowan		f1.43	1802	1379
1110	2.33	English River		1.27	1796	1388
1118	f2.50	Martin		f1.10	1788	1395
1128	3.12	Bonheur		24.48	1778	1409
1139	f3.35	Falcon		f24.25	1767	1416
		from the station are the Kakabeka falls, where the Kaministiquia leaps from a height exceeding that of Niagara. The railway follows up this river to Kaministiquia, and then ascends the Mattawan and Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way.		A. M.		
	Higher than Niagara					
	SEC'ND DAY					
	A. M.			MID'T		
1146	4.03	Ignace	At <i>Eagle River</i> ,	24.08	1760	
1155	f4.21	Butler	two beautiful	f23.30	1751	
1163	f4.42	Raleigh	falls are seen, one	f23.15	1743	
1174	5.04	Tache	above and the	22.53	1732	
1184	f5.31	Brule	other below the	f22.30	1722	
1196	f6.00	Wabigoon	railway. From	f22.08	1710	
1204	6.18	Barclay	h.c., to and beyond	21.46	1702	
1209	6.30	Dryden	Rat Portage, the country	21.35	1697	
1216	f6.48	Oxdrift		f21.17	1690	

Refreshment Stations.

Flag Station.

The 24-hour system is in use on the Western and Pacific Divisions. By this system the A.M. and P.M. are abolished, and the hours from noon to midnight are counted as from 12 to 24 o'clock.

[illegible]

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	Vancouver
1424	Ar 15.35 Lv 17.10	<i>Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached. Winnipeg—Alt. 700 ft. Pop. 40,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are in the station, and in the city is the chief land office of the Dominion Government in the West. The Company own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. Settlers can here leave the transcontinental train and go on when suitable. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost. Agents, at all points along the line, can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the U.S. boundary, connecting at the latter point with the train service of the Great Northern Railway. Two branch lines of the C.P.R. go S. W. to <i>Souris</i> and <i>Napinka</i> in Southern Manitoba, 150 and 221 miles distant respectively, and there connect with the branch line from Brandon through to Estevan or junction with the new Soo-Pacific line, and two other branches run N. and N. W., one to the old town of <i>Selkirk</i> and the other to <i>Stony Mountain</i> and <i>Stonewall</i>. The Hudson's Bay Railway also begins here, and is completed to <i>Shoal Lake</i>, 40 miles northwest, but is not operated. Though the country here is	Lv 12.40 Ar 11.30	1482	1453 1459 1464 1473	1480 1487 1495 1501 1509 1517 1522 1530 1538 1546 1551
	Daily		Daily			
	C. P. R. Land Offices		Visit C. P. R. Land Offices			
	Railway connections		THIRD DAY			
	LEAVE WINNIPEG P.M. 17.10		ARRIVE AT WINNIPEG 11.30			
1431	/17.30	Bergen	/11.11	1475		
1439	17.47	Rosser	10.55	1407		
1446	/18.00	Meadows	/10.40	1480		
	Refreshment Station.		Flag Station.			

East-bound Train	Miles from Vanc'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r
			LEAVE			LEAVE	
		1453	18.15	Marquette	apparently as	10.24	1453
		1459	18.28	Reaburn	level as a billiard	10.11	1447
		1464	18.40	Poplar Point	table, there is	10.00	1442
		1473	18.57	High Bluff	really an ascent	9.42	1433
Lv 12.40 Ar 11.30	1482			of 100 feet from Winnipeg to Portage la Prairie. There is a belt of fertile land west of Winnipeg, but from Rosser as far as <i>Poplar Point</i> , the settlement is slight, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. Long Lake is passed after leaving <i>Reaburn</i> .			
Daily		1480	19.16	Portage la Prairie —Alt. 800 ft. Pop. 4,500. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, biscuit factory and several other industries. The Manitoba & Northwestern Railway extends from here 223 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.		9.25	1420
Visit C.P.R. Land Offices			M. & N W. Ry			M. & N. W. Ry.	
		1487	19.35	Burnside	Between Portage la Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by	9.05	1419
		1495	19.54	Bagot		8.47	1411
		1501	20.08	McGregor		8.35	1405
		1509	20.25	Austin		8.19	1397
		1517	20.52	Sidney		8.02	1389
		1522	21.05	Melbourne		7.50	1384
		1530	21.23	Carberry		7.35	1376
		1538	21.44	Sewell		7.16	1368
		1546	22.01	Douglas		7.02	1360
		1551	22.15	Chater		6.50	1355
THIRD DAY				bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 1200), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From <i>Chater</i> , the Great Northwest Central Railway, running northwestward towards the Saskatchewan country, is operated to <i>Hamiota</i> , a distance of 51 miles. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is soon reached.		CENTRAL TIME (Brandon to Port Arthur)	
ARRIVE AT WINNIPEG 11.30			The Assiniboine				
		1557	Ar 22.30	Brandon —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and the distributing market for an extensive and well settled country. It has eight grain elevators, a flouring mill and a saw-mill. The town is beautifully situated		Lv 6.35 Ar 5.15 A great wheat market	1849
f 11.11 10.55 f 10.40	1475 1487 1480		MOUNTAIN TIME (Brandon to Donald)				
Flag Station.							
					f Flag Station		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE	on high ground, and although only fourteen years old, has well-made streets and many substantial buildings. The Pipestone Branch line runs from here to Reston about 63 miles south. At Menteith Jct. it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the newly opened Soo-Pacific line, connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes here to "Mountain"—		LEAVE	
1565	22.13	Kemnay	one hour slower.	4.50	1341
1573	22.35	Alexander	Beyond Brandon the railway draws	4.28	1333
1581	22.58	Griswold	away from the	4.02	1325
1589	23.18	Oak Lake	Assiniboine River and rises from	3.40	1317
1597	f23.40	Routledge	its valley to a	f3.15	1309
1604	24.00	Virden	'rolling' or undulating prairie,	2.55	1302
1612	24.22	Hargrave	well occupied by prosperous farmers, as the thriving	2.30	1294
1621	24.45	Elkhorn	villages at frequent intervals bear evidence.	2.05	1285
1635	1.25	Fleming	<i>Virden</i> is the market town of a particularly attractive district; but beyond it, for 40 miles, the	1.25	1271
1643	1.48	Moosomin	lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the District of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that District, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>White wood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.	1.02	1263
1650	f2.00	Red Jacket		f24.42	1256
1659	2.27	Wapella		24.20	1247
1667	f2.45	Burrows		f24.00	1239
1673	3.00	Whitewood		23.45	1233
1680	f3.17	Perceval		f23.28	1226
				Approaching Manitoba	
1688	3.45	Broadview —Alt. 1,950 ft. Pop. 700. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.		23.10	1218
1696	f4.05	Oakshela	Westward the line follows a gradually rising prairie. <i>Grenfell</i> , <i>Wolseley</i> and <i>Sintaluta</i> have already become important local	f22.37	1210
1704	4.22	Grenfell	markets. A little beyond <i>Sintaluta</i> , <i>Indian Head</i> is approached. The Gov-	22.15	1202
1711	f4.40	Summerberry		f21.55	1195
1719	4.57	Wolseley		21.35	1187
1728	5.18	Sintaluta		21.12	1178
1738	5.43	Indian Head		20.45	1168

‡ Refreshment Station.

/ Flag Station.

/ Flag

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
		tories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these districts. Beyond the station the territorial governmental offices, exhibition buildings and lieutenant-governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.			
1791	f8.00	Grand Coulee		/18.18	1115
1798	8.20	Pense		18.00	1108
1806	f8.40	Belle Plaine		/17.42	1100
1814	9.06	Pasqua		17.18	1092
		From Pasqua a branch line extends south-east through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Pacific and Atlantic express trains.			
1822	Ar 9.25 Lv 9.55	Moose Jaw —Alt. 1,725 ft. Pop. 1,200. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.		Lv 17.00 Ar 16.30	1084
1830	f10.11	Boharm	From Moose	/16.15	1076
1839	f10.27	Caron	Jaw the line	/16.00	1067
1846	f10.45	Mortlach	steadily rises on	/15.43	1060
1857	11.05	Parkbeg	the eastern slope	15.25	1049
1867	f11.33	Secretan	of the coteau and	/15.02	1039
1876	11.53	Chaplin	winds through	14.42	1030
1885	f12.14	Ernfold	an irregular depression to the	/14.20	1021
1896	f12.36	Morse	basin of the Old	/13.56	1010
1905	f12.55	Herbert	Wives' lakes—	/13.36	1001
1913	13.15	Rush Lake	extensive bodies	13.15	993
1921	f13.32	Waldeck	of water having	/12.58	985
1929	f13.52	Aikins	no outlet and	/12.41	977
			consequently alkaline. The northern - most		
			of these lakes is reached at <i>Chaplin</i> . The country is treeless from the east-		

! Refreshment Station

/ Flag Station

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East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE	ern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows," and bones of the vanished bison can be seen piled up at the different stations awaiting shipment. Antelope may now be sometimes seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is Rush lake, a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush Lake</i> on the north side of the line is the second of the Canadian Land and Rancho Company's farms. There are a number of these in various districts aggregating about 105,000 acres. Each of them contains an area of about 10,000 acres. The Company have imported a number of thoroughbred stock for their different ranches.	LEAVE	
			The Buffalo plains		Wild fowl	
			Game & wild fowl		Canadian Agr'cl Co's Farms	
f/18.18	1115		Canadian Agr'cl Co's Farms			
18.00	1108					
f/17.42	1100					
17.18	1092					
		1935	14.15	Swift Current —Alt. 2,400 ft. A railway divisional point, on a pretty stream of the same name. At <i>Swift Current</i> is the principal sheep farm of the Canadian Land and Rancho Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company had 28,000 sheep in spring of 1895. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government have erected a Meteorological Observing Station.	12.30	971
					SECOND DAY	
Lv 17.00	1084					
Ar 16.30						
		1944	f/14.32	Leven	f/12.03	962
		1953	f/14.53	Goose Lake	f/11.45	953
		1963	f/15.15	Antelope	f/11.25	943
		1970	15.31	Gull Lake	11.10	937
		1979	f/15.48	Carmichael	f/10.52	927
		1989	f/16.10	Blidewood	f/10.28	916
		2000	f/16.30	Crane Lake	f/10.07	906
f/16.15	1076	2010	f/16.55	Colley	f/9.47	896
f/16.00	1067	2021	17.18	Maple Creek	9.26	885
f/15.43	1060	2030	f/17.36	Kincorth	f/9.07	876
15.25	1049		P. M.		A. M.	
f/15.02	1039			many places are covered with valuable timber. At <i>Crane Lake</i> is another farm of the Canadian Land and Rancho Company. This farm is entirely applied to stock raising and is the headquarters of the Company. There is another farm at Gull Lake entirely devoted to sheep, 6,000 being usually wintered there. The Railway Company have an experimental farm at <i>Forres</i> . The satisfactory results obtained from working this and similar farms established by the Company at various		
14.42	1030					
f/14.20	1021					
f/13.56	1010					
f/13.36	1001					
13.15	993					
f/12.58	985					
f/12.41	977					

ag Station

Refreshment Station

Flag Station

TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	points on the line proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. It is, however, specially valuable as a stock-raising district. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.	LEAVE	
	Stock Raising		Stock Raising profits	
	P. M.		A. M.	
2040	f17.55	Forres	f8.48	880
2052	18.21	Walsh	8.22	854
2062	f18.42	Irvine	f8.02	844
2077	19.10	Dunmore	7.32	820
		Lakes and ponds, some fresh, some alkaline, occur at intervals to Maple Creek. At this station are extensive yards for the shipment of cattle, many of which are driven here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From Forres to Dunmore, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At Dunmore, the Canadian Land and Ranch Company have what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. At Dunmore a branch line leads off westerly 110 miles to LETHBRIDGE, one of the chief sources of the coal supply for the country east to and beyond Winnipeg. Lethbridge is an important town near the centre of the Macleod ranching district, and a narrow-gauge railway runs from it south to the international boundary line and thence on to Great Falls, Mont. From Dunmore the Canadian Pacific Railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.		
Br'nch Line to Leth-bridge	Coal Mines		Coal Mines	
2084	20.00	Medicine Hat —Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 1000. A railway divisional point, with repair shops, etc., at which a stop of 30 minutes is made. The town is already an important one, and has churches, hospital and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in	7.10 A. M.	822
	Coal			

f Flag Station

Miles from Montreal	West-bound Train
	LEAVE
	P. M.
2092	f20
2099	f20
2111	f20
2119	f21
2128	f21
2157	21.
2148	f22
2167	f22
2165	f22
2174	22.
2182	f23
2190	23
2201	f23
	MID
2209	24.
2218	f24
2225	f24
2233	f1.
2244	1.
2254	f1.
	A.
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East-bound Train	Miles from Vanc'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'r
LEAVE			LEAVE	the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. There is gold in the bars of the river, and mining is carried on at different places. Beyond the river		LEAVE	
			P. M.			A. M.	
		2002	f20.18	Stair	the railway rises to the high	f6.32	814
		2009	f20.35	Bowell	prairie-plateau which extends,	f6.18	817
		2111	f20.57	Suffield	gradually rising, to the base of	f5.53	795
		2119	f21.14	Langevin	the mountains. At <i>Stair</i> the	f5.37	787
		2128	f21.32	Kininvie	Railway crosses the first of the	f5.20	788
		2157	21.53	Tilley	Canadian Land and Rancho Com-	5.03	799
		2148	f22.10	Bantry	pany's farms west of the Sask-	f4.43	758
		2157	f22.28	Cassils	atchewan. There is a strong up-	f4.25	749
Stock Raisers profits		2165	f22.41	Southesk	grade to <i>Bowell</i> ,	f4.12	741
A. M.		2174	22.57	Lathom		3.55	732
f8.48	890	2182	f23.12	Bassano		f3.42	724
8.22	854	2190	23.30	Crowfoot		3.25	716
f8.02	844	2201	f23.52	Cluny	then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is	f3.05	705
7.32	829						
			MIDN'T			A. M.	
		2209	24.20	Gleichen	underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at	2.50	697
		2218	f24.44	Namaka		f2.16	688
		2225	f24.52	Strathmore		f2.08	681
		2233	f1.10	Oheadle		f1.51	673
		2244	1.32	Langdon		1.32	662
		2254	f1.55	Shepard		f1.11	652
			A. M.			Nat'l Gas	
						Last glimpses of the Rockies	
Coal Mines			First sight of the Rockies	<i>Langevin</i> , in pumping water for the supply of the railway, and both there and at <i>Tilley</i> it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Land and Rancho Company. The Company has 800 acres under crop here and reap excellent harvests. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, where there is another 10,000-acre farm of the Canadian Land and Rancho Company, devoted to both grain and cattle raising, and a few miles beyond <i>Shepard</i>			
7.10	822						
A. M.							

f Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	
	LEAVE			LEAVE		
2264	2.22	the river is crossed by an iron bridge and the foot-hills are reached. Calgary—Alt. 3,388 ft. Pop. 4,500. The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been created a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a branch line runs north to Edmonton on the Saskatchewan and south to Macleod, thus throwing open a new and vast country which is annually attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.		24.50	642	
	Calgary's advantages			Importance of Calgary		
2273	A. M. f2.47	Keith —Alt. 3,525 ft.	By the time <i>Cochrane</i> is reached, the traveller is well within the rounded grassy foot-hills and river "benches," or terraces. Extensive ranches are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys "change into broken ravines, and lol "through an opening in the mist, "made rosy with early sunlight, we "see, far away up in the sky, its delicate pearly tip clear against the blue, "a single snow peak of the Rocky "Mountains. . . . Our coarse natures "cannot at first appreciate the exquisite aerial grace of that solitary "peak that seems on its way to "heaven; but, as we look, gauzy mist "passes over, and it has vanished." (<i>Lady Macdonald.</i>)	f24.20	633	
2287	3.24	Cochrane —Alt. 3,700 feet		23.50	619	
2290	f3.31	Mitford		f23.43	616	
2297	f3.51	Radnor —Alt. 3,800 feet		f23.25	609	
2306	4.13	Morley —Alt. 4,000 ft.		23.07	600	
	The ranch's of the foot-hills					
	FOURTH DAY					
2318	f4.43	Kananaskis —Alt. 4,100 ft.	Approaching Kananaskis the mountains suddenly appear close at hand and seemingly an impenetrable bar-	f22.41	588	
2326	f5.03	The Gap —Alt. 4,200 ft.		f22.25	580	

f Flag Station

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
24.50	642			rier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond Kananaskis station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mount, and in approaching the station called <i>The Gap</i> , a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur		
			Kananaskis Falls		Kananaskis Falls	
			Entrance to the Rockies		Exit from the mountains thro' Bow River Gap	
24.20	633					
23.50	619					
23.43	616					
23.25	609		The Three Sisters			
23.07	600					
			Geology of the mountains		Peculiarities of mountain scenery	
22.41	588					
22.25	580		Grandeur and beauty			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.	LEAVE	
2331	A. M. 5.25 Observation Car	Canmore —Alt. 4,230 feet. Pop. 200. Railway divisional point, near which are large coal mines. Here an observation car, specially designed to allow an unbroken view of the wonderful mountain scenery, is attached to the train from May 1st to Oct. 15th. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	P. M. 22.15	575
2339	5.43	Duthill —Alt. 4,275 ft.	The Three Sisters	
2341	5.50	Anthracite —Alt. 4,350 ft.	Cascade Mt.	
	Be'uty of the pass	"Here the pass "we are travel- "ling through "has narrowed "suddenly to four miles, and as mists "float upwards and away, we see "great masses of scarred rock rising "on each side—ranges towering one "above the other. Very striking and "magnificent grows the prospect as "we penetrate into the mountains at "last, each curve of the line bringing "fresh vistas of endless peaks rolling "away before and around us, all "tinted rose, blush-pink and silver, "as the sun lights their snowy tips. "Every turn becomes a fresh mystery "for some huge mountain seems to "stand right across our way, barring "it for miles, with a stern face "frowning down upon us; and yet a "few minutes later we find the giant "has been encircled and conquered, "and soon lies far away in another "direction." (<i>Lady Macdonald.</i>) The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance boldly to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at Anthracite station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and	f21.48 21.42	567 565
	An-thra-cite coal	f Flag Station	Be'uty of scen'ry along the Bow	
			An-thra-cite coal	

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
P. M. 22.15	575	2346	A. M. 0.07	Banff —Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction. The village of Banff is one and one-half miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury including baths supplied from the hot sulphur springs, is kept open from 15th May to 1st October, and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. There are also a sanitarium and hospital in the village, and a museum of more than local interest has been established by the Government.	P. M. 21.30	560
The Three Sisters			Rocky M'tain Park		Rocky M'tain Park	
Cascade Mt.			Cascade M'tain		Devil's Lake	
21.48 567						
21.42 565						
Beauty of scenery along the Bow			Names of mountains seen at Banff station		Names of mountains visible from the station	
			Banff Hotel		Banff village	
Anthracite coal			C.P.R. hotel		C.P.R. hotel	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE	Trout of extraordinary size occur in Devil's lake, and deep trolling for these affords fine sport. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 900 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	LEAVE		
	Banff Hot Springs		Banff Hot Springs		2380
2352	6.20	Cascade —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	7.11	554	
	Pilot and Castle Mts.		Entering Rocky Mt. Park		
2363	6.45	Castle Mountain —Alt. 4,570 ft.	7.20.49	543	
2370	7.02 A.M.	Eldon —Alt. 4,720 ft. name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at Laggan. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before Eldon is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the	7.20.32 P.M.	536	
	Saw-back & Bow ranges		Saw-back range		2387 2389

East-bound Train	Miles from Van'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van'v'r
LEAVE			LEAVE		LEAVE	
				Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.		
Banff Hot Springs			Vermillion Pass		Pilot and Copper Mts.	
			Mount Lefroy		Mt. Lefroy	
		2380	A. M. 7.25	Laggan —Alt. 4,930 ft. At Laggan the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. Laggan is the station for the Lakes in the Clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes, which, perched on the mountains' sides amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable Chalet hotel, where parties take luncheon, or, if any desire to stay over, accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. No more delightful spot is imaginable than these lovely stretches of water in cloudland, and a very pleasant day may be had by leaving Banff in the morning, seeing the lakes, and returning the same evening.	P. M. 20.10	5.6
21.11	554		The first glacier		Descent of the Atlantic Slope	
Entering Rocky Mt. Park			Lakes in the Clouds		Lakes in the Clouds	
20.49	543					
20.32 P. M.	536					
Saw. back range						
		2387	7.45	Stephen —Alt. 5,293 feet. The station at the summit of the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Can-	19.50	519
		2389	7.55	Hector —Alt. 5,190 ft. the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Can-	19.40	517

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE Summit of the Rockies	adian Pacific Railway Co. Here is the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson's Bay. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i> , and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Here, too, can be seen a silver-lead mine on the mountain side, 2,500 feet above its base. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.	LEAVE Summit of the Rockies	
	Sublime scenery		In front of Mt. Stephen	
	Mt. Stephen and its glaciers			
2307	Arrive 8.40 Breakfast at the Mt. Stephen House Leave 9.10	Field —Alt. 4,050 ft. At <i>Field</i> is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Ottertail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right. Emerald Lake, six miles away, and reached by an excellent trail, is one of the most pleasing places for tourists to spend a day.	18.55 Leave Supper at the Mt. Stephen House 18.30 Arrive	500
2404	9.37	Ottertail —Alt. 3,700 ft.	18.03	502
2410	9.55 A.M.	Leancholl —Alt. 3,570 ft. north. The line rises from the flats of the Wapta (or Kicking Horse), and	17.43	496

! Refreshment Station.

! Flag Station.

Miles from Montreal

2418

2424

2431

2437

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE Summit of the Rockies				after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leanchoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaverfoot Mts. At the right Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.	Van Horne Range	
In front of Mt. Stephen			West'n slope of the Kicking Horse Pass		Beaverfoot and Otter-tail Mts.	
18.55 Leave	509	2418	10.20	Palliser —Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increasing a hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	17.15	488
Supper at the Mt. Stephen House			Lower canyon of the Wapta		Lower canyon of the Wapta	
18.30 Arrive		2424	10.43	Glenogle	16.50	482
		2431	11.10	Golden —Alt. 2,540 ft.	16.20	475
		2437	11.30	Moberly —Alt. 2,540 ft. The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon	16.03	469
18.03	502		The Columbia and the Selkirks		At the foot of the Rockies	
17.43	489		Golden		Agriculture, sport and mines in the Kootenay Valley	
Flag Station				Flag Station		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	Navigation of the Upper Columbia	which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. During the summer months, a steamer makes weekly trips from here (Tuesdays) up the Columbia to the lakes at the head of the river, 100 miles distant and this is the point of departure for the famous East Kootenay mining district. About <i>Golden</i>, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. A trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i>, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.	MOUNTAIN TIME (Donald to Brandon)	
	Moberly			
2448	ARRIVE DAILY 12.00	|| Donald —Terminus of Western Division.	LEAVE DAILY 15.40	458

DONALD AND VANCOUVER: 458 Miles
Pacific Division

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
2448	LEAVE DAILY 11.15	|| Donald —Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the head-quarters for the mountain section of the railway, with repair shops, etc. It is an important supply point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard.—Leaving <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beaver Mouth</i> , the most northerly station on the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	ARRIVE DAILY 14.30	458
2450	11.50	|| Beaver Mouth —Alt. 2,500 ft.	13.55	447
	PACIFIC TIME (Donald to the Coast)		Second crossing of the Columbia	

I Refreshment Station

East-bound Train	Miles from Vanc'v'r
MOUNTAIN TIME (Donald to Brandon)	
LEAVE DAILY 15.40	458
Miles	
East-bound Train	Miles from Vanc'v'r
ARRIVE DAILY 14.30	458
13.55	447
Second crossing of the Columbia	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		LEAVE	
2465	f12.10	Six-Mile Creek — Alt. 2,900 ft.	f13.35	441
2474	13.00	Bear Creek —Alt. 3,500 ft.	13.00	432
	Beav'r Valley	A little way up the Beaver the line crosses to the right bank, where, notched into the mountain side, it rises at the rate of 118 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i>, culminating in an exceedingly lofty pinnacle, named <i>Sir Donald</i>, with which a more intimate acquaintance will be made at <i>Glacier House</i>. Again, from <i>Mountain Creek</i> bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is <i>Sir Donald</i>, leading the line. A little further on, <i>Cedar Creek</i> is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i>. As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of <i>Hermit Mt.</i>, through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up <i>Bear Creek</i> along continuing grades of 118 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses <i>Stony Creek</i>—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world.—All of the	Beav'r-mouth	
	Big trees		Descent of the Beav'r Valley	
	Superb view of the Selkirks		Superb views westward	
	The Surprise.		Beaver Valley	
	Herm't Mount		Stony Creek bridge	
	Stony Creek bridge	Flag Station.		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	The snow-sheds	difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowed figure of a man, with his dog, on the edge of one of the crag shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway.	The snow-sheds	
	Bear Creek		Descent thro' Bear Creek gorge	
	Mount Macdonald		Exit from Rogers Pass	
	The Hermit			
2479	13.20	Rogers' Pass —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley	12.40	427
	Peaks and glaciers in Rogers Pass		Mts. Macdonald and Hermit	

Miles from Montreal	West-bound Train
2481	...
2483	...

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
The snow-sheds			A National Reserve	at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.		
		2481	.....	Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.		425
Descent thro' Bear Creek gorge			Source of the Illicilliwaet		The summit of the Selkirks	
Exit from Rogers Pass			The Great Glacier		Over-looking the gorge of the Illicilliwaet	
		2483	Arrive 13.40	Glacier House —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain	FIRST DAY	
12.40	427		Dinner		NOON Leave 12.20	423
			Leave 14.10 P.M.		Dinner	
			Sir Donald		Arrive 11.50	
Mts. Macdonald and Hermit					Sir Donald and other peaks	

I Refreshment Station

Miles from Montreal	West-bound Train	STATIONS--DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	
	LEAVE			LEAVE		
	Names of the peaks	behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company have built a large annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train. The Great Glacier is exactly a mile and a half away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of Big-horn sheep and the mountain goat, the latter being seldom found southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least. Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illecilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snowshed, the summit range, near Rogers' Pass, is yet visible, with Sir Donald overlooking all.		The great glacier of the Selkirk		
	The Great Glacier			Game		
	Game					
	The Loop			Climbing the Loops		
2490	14.30	Ross Peak —Alt. 3,000 feet.	The Illecilliwaet River is here of no great size, but of course turbulent. Its water	11.25	416	
2499	14.55	Illecilliwaet —Alt. 3,593 feet.		10.55	407	
	Silver mines	is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About <i>Illecilliwaet</i> station are many silver mines penetrating the crest of		Game, lumber and silver mines		
		Flag Station.				

Miles from Montreal	West-bound Train
2505	15.15
	Ca yon th Ill liw
2515	15.15
	Tr sto
2527	16.15
	Bas the kil Ob va C det ed
	T Co b
	Di Ca ta
	S t
	G ra

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE	one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.	LEAVE	
The great glacier of the Selkirks		2505	15.20	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	10.30	401
			Canyons of the Illicilliwaet		Gorge of the Illicilliwaet	
			Train stops		Train stops	
Game		2515	15.50	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As the western base of the Selkirks is approached, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the great gateway to the wonderfully rich mining camps of West Kootenay.	10.00	391
			Base of the Selkirks		Entering the Selkirks	
			Observation Car detached here		Observation Car	
Climbing the Loops		2527	16.40 P.M.	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank, half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. Adelightful side-trip on the river can be enjoyed by taking the branch line to Arrowhead and steamer down Arrow Lake to Nakusp, near the foot of the upper lake, where rail communication is made with Sandon, beyond New Denver, in the very centre of the rich Slo-can silver mining regions; or to Robson, a run of 165 miles through lovely scenery. From Robson, the Columbia & Kootenay Branch runs to Nelson, where another steamboat can be taken for a visit to the numerous gold, silver and copper mines on the	9.25 A.M.	379
			The Columbia			
			Dining Car attached			
11.25	416		Side-trip		Side-trip on the Columbia	
10.55	407					
			Gold range			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	Kootenay mining regions	Kootenay Lake, or to enjoy the magnificent lake and mountain scenery which this locality affords. From Robson a steamer also runs to Trail, the landing place for the new gold fields about Rossland, a mining camp of phenomenal growth, and on to Northport on the Columbia, where rail connection is made for Spokane Falls, Washington. Revelstoke has an important trade with the Kootenay mining country, and Kootenay lake and valley are most readily and comfortably reached from here. On the lake portion of this new route is a first-class steamship service. The two peaks south-east, seen from the main line of the railway, are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbian range, and the most prominent one of them in view, towards the south-west, is Mt. Begbie imposing and glacier-studded. The Columbia is crossed upon a bridge half a mile long, and the Gold range is at once entered by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.			
2536	/17.15	Clanwilliam — Alt. 1,996 ft.		78.45	370
2544	17.30	Griffin Lake — Alt. 1,900 ft.		8.20	362
2555	/18.00	Craigellachie — Alt. 1,450 ft.		77.45	351
	In the Eagle Pass			The ascent of the Eagle Pass	
	The last spike			Lovely Lakes	
				Base of the gold range	
2571	18.53	Sicamous Junc. — Alt 1,300 ft.	On the great Shuswap lakes, the centre of one of the best sporting regions on the line. Northward	7.02	335
2590	19.53	Salmon Arm		6.07	316
2597	/20.15	Tappen Siding		75.45	300
		within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep			

East-bound Train	Miles from Vanc'v r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v r
LEAVE			LEAVE		LEAVE	
			Game and fish	trolling for trout. The <i>London Times</i> has well described this part of the line:—"The Eagle River leads us "down to the Great Shuswap Lake, so "named from the Indian tribe that "lived on its banks and who still have "a 'reserve' there. This is a most re- "markable body of water. It lies "among the mountain ridges, and con- "sequently extends its long narrow "arms along the intervening valleys "like a huge octopus in half-a-dozen "directions. These arms are many "miles long, and vary from a few "hundred yards to two or three miles "in breadth, and their high, bold "shores, fringed by the little narrow "beach of sand and pebbles, with "alternating bays and capes, give "beautiful views. The railway crosses "one of these arms by a drawbridge "at Sicamous Narrows, and then "goes for a long distance along the "southern shores of the lake, running "entirely around the end of the "Salmon arm." <i>Sicamous</i> is the station for the Spallumshen mining district and other regions up the river around Okanagan Lake, where there is a large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the new, staunch, and elegantly-appointed steamer " <i>Aberdeen</i> " plies to Kelowna and to Penticton, at the foot of the lake. Vernon is a charming spot, and the whole country is a veritable earthly paradise. Near Kelowna, on the lake shore, thirty-five miles from Vernon, the Governor-General of Canada has the largest fruit farm in the Dominion, employing a small army of men, and growing fruits of all kinds that the temperate zone will produce. The scenery here resembles the winsome Loch Lomond in Scotland, and is a land of vineyards and orchards, as well as a Mecca for keen sportsman, for there is an abundance and variety of large and small game. Resuming the trans-continental trip, a writer says: "For 50 "miles the line winds in and out the "bending shores, while geese and "ducks fly over the waters and light "and shadow play upon the opposite "banks. This lake with its bordering "slopes, gives a fine reminder of Scot- "tish scenery. The railway in getting "around it, leads at different, and "many, times towards every one of "the thirty two points of the compass. "Leaving the Salmon arm of the lake "rather than go a circuitous course "around the mountains to reach the "South-western arm, the line strikes	Great Shuswap Lake and its sports	
78.45	370		The Shuswap lakes		View from Notch Hill	
8.20	302		Sicamous and Okanagan		Dining Car attached	
7.45	351					
The ascent of the Eagle Pass						
lovely lakes						
Base of the gold range						
7.02	335		Shuswap & Okanagan Ry.		Little Shuswap Lake	
6.07	316					
5.45	300					

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		"through the forest over the top of "the intervening ridge [<i>Notch Hill</i>]. "We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across "the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses on the level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages with the evidences of thrift that are all around."		
2607	P. M. 7/20.45	Notch Hill —Alt. 1,708 ft.	A. M. 7/5.20	290
2622	21.35	Shuswap	4.25	284
2638	7/22.16	Ducks	7/3.45	298
	Ranches of the Thompson Valley		Farms and cattle herds	
	Old-time settlements		Old-time settlements	
2655	23.15	Kamloops —Alt. 1,500 feet. Pop. 1,500. Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourish wherever irrigation is practicable.	3.05	251
	The North Thompson		Forks of the Thompson	
	Industries of the region		The 'bunch grass' country	

/ Flag Station

! Refreshment Station

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
A.M. 5.20	200	2670	MIDN'T f24.10	This is the supply point for a large ranching and mineral region southward, especially in the Okanagan and Nicola valleys, reached by stage lines. Cherry Creek. —Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's</i> the lake ends, the mountains draw near	f2.05	230
4.25 3.45	284 268		Kam-loops Lake			
		2680	24.49	Savona's Ferry and the series of Thompson river	1.35	226
		2687	1.15	Pennys canyons is entered, leading westward to the Fraser through marvellous scenery. Quick-silver mines of great value are being operated in this locality. From here to Port Moody, the nearest point on Pacific tidewater, the railway was built by the Dominion Government and transferred to the Company in 1886. <i>Pennys</i> is an old-time ranching settlement. <i>Ashcroft</i> has developed into a busy town, being the point of departure for Cariboo, and other	1.15	219
		2702	2	Ashcroft —Alt. 1,075 ft.	MIDN'T 24.22	204
		2709		Basque Rancho		197
		2716	f3.06	Spatsum gold fields in the northern interior of British Columbia. Trains of freight waggons drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses	f23.35	190
			Cariboo district		Ash-croft and the Cariboo trade	
3.05	251					
		2728	3.46	Spence's Bridge	23.00	178
		2734	f4.10	Drynoch —Alt. 700 ft.	f22.39	172
		2740	f4.37	Thompson Siding the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges;	f22.15	166

/Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	The Nicola River	and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbaged terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i> , Nicomen, a little mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At <i>Lytton</i> , a small trading town, the canyon suddenly widens to admit the Fraser, the chief river	The Nicola River	
	Grotesque forms of rocks		Fantastic canyon scen'ry	
	Thompson canyon		Ascending the Thompson River	
2750	5.12	Lytton —Alt. 675 ft.	21.44	158
2757	5.40	Cisco	21.18	149
2766	6.17	Keefers	20.42	140
	Observation Car attached (May 1 to Oct. 15)	of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i> . The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early 60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side,	Observation Car detached	
	The cantilever bridge		Upper valley and crossing of the Fraser	2803 2817

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
LEAVE			LEAVE			LEAVE	
The Nicola River			The Cariboo road	whence it is quickly driven by an angry turn of the waters. Six miles below Cisco, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming little hotel makes		Salm'n and gold dust	
Fraser Canyon			Indians and Chinamen.			Supper	
			Breakfast				
		2777	7.30	North Bend—Alt. 425 ft	North Bend (a divisional point) a desirable and delightful stopping-	20.00	129
ascend the Thompson River		2792	7.45	Spuzzum	place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near Spuzzum the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	7.18.45	114
			FIFTH DAY			Entrance to the Fraser canyon	
1.44	156		The great canyon			Cariboo wagon road	
21.18	149						
0.42	140						
ber-estion or de-shed							
pper alley and rose-ning the naser		2803	8.47	Yale—Alt. 200 ft.	Yale is the head of navigation and was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep cul de sac in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the	18.12	103
		2817	9.17	Hope—Alt. 200 ft.		17.42	89
			Hope Peak			Hope and Yale	

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver		
LEAVE					pages 64 and 65.) Eight miles beyond at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.				
Approach the Cascade mountains			Observation Car detached	2888	12.17	New Westminster Junc.	Divergence of branch line to the important town of NEW WESTMINSTER	14.45	18
			ARRIVE	2897	(12.48)	(New Westminster)	(pop. 8,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	(14.10)	(9)
ining Car			New Westminster				Fraser River		
7.22	82			2893	12.27	Port Moody	Port Moody, at the head of Burrard Inlet, was	14.30	13
7.00	71			2902	12.46	Hastings	for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing Hastings, formerly a watering place, the young city of Vancouver soon appears.	14.12	4
arrison bridge			Along Burrard Inlet					FIRST DAY	
3.40	62		Daily						
6.18	53			ARRIVE					
				2906	13.00	Vancouver	Pop. 20,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels,	14.00 P.M. 2.00	0
5.56	43				1.00 P.M.			LEAVE	
5.26	34							Daily	
5.11	27							Vancouver: its site and commercial advantages	
5.05	25		Five days and 6 hours from Montreal						
ount ker									

Refreshment Station.

Flag Station

Miles from Montreal	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		the Vancouver being a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Australia via Honolulu, H.I., and Suva, Fijian Islands, and Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety. A stay of a week here will be well-rewarded. A Clyde built steamer connects with Victoria, daily, except Monday, when connection is made via New Westminster—a ferriage of five hours through a beautiful archipelago. Steamships for Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong depart about every three weeks, and for Honolulu and Sydney, Australia, via Fiji Island every month. At Hong Kong passengers make connection with steamers of the P. & O. Co. for Colombo and other points on the Around the World route, and with steamers of the China Navigation Co. and the Eastern & Australian Navigation Co., which ply between Hong Kong and Australia.		
From Vancouver to Yokohama, 4,254; to Hong Kong 5,836; to San Francisco, 630.	Com- mer- cial advan- tages		Com- mer- cial advan- tages	
	Re- source's		Cross- ing the Gulf of Georgia	
2990	ARRIVE 19.15 7.15 P. M.	Victoria —Pop. 20,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, the city has	A. M. 2.00 LEAVE	84
	Scen- ery and sport			

Miles
from
Montreal

West-
bound
Train

LEAVE

Victoria
is 3,250
miles, via
C. P. R.
from New
York or
Boston,
and 5,700
from
Liverpool
via
Montreal

Steam-
ship
con-
ne-
tion

Loc

An exte-
dian Pacific
Monday, or
daily, exce-
From V
Ports; even
Victoria to
Ore., San

East bound Train	Miles from Vanc'v'r	Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vanc'v'r	
LEAVE			LEAVE		LEAVE		
			Beautiful surroundings	many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, when connection is made via New Westminster, and with Puget Sound ports, daily, except Monday; and steamships depart about every five days for San Francisco, connecting there for southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Hawaiian and Fijian Islands, and Australia stop at Victoria for passengers, and about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.			
Commercial advantages		Victoria is 3,250 miles, via C.P.R., from New York or Boston, and 5,700 from Liverpool via Montreal	Steamship connections		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 2 a.m. Passengers may occupy their state-rooms as early as they please		
Crossing the Gulf of Georgia							

Local Steamship Service on the Pacific Coast

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria (excepting Monday, on which day Victoria is reached via New Westminster); to Nanaimo daily, except Sunday, on arrival of Pacific Express.

From Victoria, steamers depart daily, except Monday, for Puget Sound Ports; every five days for San Francisco. Steamers from both Vancouver and Victoria to Puget Sound, make connections at Tacoma with trains for Portland Ore., San Francisco and Southern California.

Lake Route

(SUMMER MONTHS ONLY)

Montreal and Toronto: 338 Miles

Ontario & Quebec Division

Toronto and Owen Sound: 122 Miles

Ontario & Quebec Division

Owen Sound and Fort William: 555 Miles

Lake Steamship

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc v r
	LEAVE DAILY 9 00pm	Montreal	From the Wind-sor Street Station the run is	ARRIVE DAILY 7 20am	2022
0		Montreal Junction	made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junc. is reached, where the line to New York, Boston and New England points via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Western Jc. to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is	7 08	2017
5					
	EASTERN STANDARD TIME	Western Junc.	seen at the left ;		2015
7		Dorval	and above the trees, further to		2012
10		Valois	the left a good view is had of		2009
18		Beaconsfield	the great steel	The St. Lawrence bridge	2007
15			bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions ; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.		
20	/9.32	Ste. Anne's	One of the five mouths of the	/6.44	2002
24	9.40	Vaudreuil	Ottawa River is	6 37	2898
		crossed by a fine steel bridge at <i>Ste.</i>			

† Additional train leaves Montreal for Toronto at 8.20 a.m. on week days arriving at Toronto at 7.00 p.m. Buffet Cars are run on all trains between Montreal and Toronto. † Refreshment Station.

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The
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a week days
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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	Ottawa River	Anne's, at the head of the Island of Montreal) Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. Ste. Anne's was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i>. Here a line branches off along the southern bank of the Ottawa River to Point Fortune.			
35	9.50	St. Olet	The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At <i>St. Polycarpe Junction</i> the Canada Atlantic Rail-	6.21	2887
40		St. Polycarpe Junc		2882	
46		Dalhousie Mills		2876	
54		Green Valley		2868	
63		Apple Hill		2859	
68		Monklands		Farms 2854	
73		Avonmore		2849	
79		Finch		2843	
87	11.15	Ohesterville		5.02 2835	
93	11.24	Winchester		4.47 2829	
101		Mountain		2821	
108	11.47	Kemptville Junc.	4.27	2814	
119	12.05 MIDN'T	Merrickville	4.09	2803	
		way is crossed, and at <i>Kemptville Junction</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i>, a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.			
128	A.M. 12.30	Smith's Falls—Pop. 4,500. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific Railway. The town has a number of important manufacturing, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building-stone abounds. Excellent refreshment rooms at the station.	3.55 A.M.	2794	
140	12.50	Perth—Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.25	2782	

† Refreshment Station

/ Flag Station

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES		East bound Train	Miles from Vancouver
	LEAVE			LEAVE	
148	A.M.	Bathurst	For 100 miles beyond <i>Perth</i> the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound. The Kingston & Pembroke Railway, from Kingston on the St.	A.M.	2774
155		Maberly			2787
166	1.37	Sharbot Lake Jc.		2.41	2756
175		Mountain Grove			2747
180	2.12	Arden		2.12	2742
191		Kaladar			2731
199		Sheffield			2723
207	2.57	Tweed		1.22	2715
216	3.12	Ivanhoe		1.02	2706
225	3.28	Central Ont. Jc.		12.47	2697
234		Blairton			2688
		Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Nav. Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and			
238	3.55	Havelock	extensively worked iron	12.25	2684
244		Norwood	mines. <i>Havelock</i>	12.05	2678
252		Indian River	is a railway divisional point,	MIDN'T	2670
		with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.			
262	4.42	Peterboro' —Pop. 10,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The <i>Peterboro'</i> or <i>Rice Lake</i> canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.		11.35 P.M.	2660
		Rice Lake canoes and sport		Fishl'g resorts	
271		Cavanville	Market stations for a fine agricultural country. Wheat, rye, oats, barley, butter, cheese and fruit are largely produced and much attention is given to cattle breeding.		2651
280		Manvers			2642
283		Pontypool			2639
292		Burketon			2630
301	5.54	Myrtle		10.22	2621
310		Claremont			2612
318		Locust Hill			2604
326		Agincourt			2596

Miles from Montreal

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East bound Train	Miles from Vancouver	Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES		East bound Train	Miles from Vancouver
LEAVE			LEAVE				
A.M.	2774	333	6.45	Leaside Junc.—Express trains run through by way of Toronto Union Station to Toronto Junc., but a connecting train will run to N. Toronto.		9.25	2500
2.41	2767						
	2756		ARRIVE				
	2747						
2.12	2742	335	(7.00)	North Toronto—Station for the northern part of Toronto. Street cars connect with all parts of the city and cabs may be had at the station. Trains leave North Toronto for Leaside Junc. and Toronto Junc., so as to connect at these points with through Main Line Express trains which run by way of Toronto Union Station.		(9.15)	2588
	2731						
	2723						
1.22	2715						
1.02	2706						
12.47	2697		ARRIVE DAILY			P.M. 9.00 LEAVE DAILY	2585
	2688	338	7.10 A.M.	Toronto—Pop. 190,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the N. & N. W. Div. of the G. T. Ry. (see p. 63) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway Transcontinental Line. This train stops at PARKDALE, two miles beyond Toronto, where the Company's workshops are located.		EASTERN TIME	
			Com- m'rcial importance				
12.25	2684						
12.05	2678						
12.05 P.M.	2670		Rail- way outlets				
11.35 P.M.	2660						
		343	(7.50) A.M.	Toronto Junction—Divergence of Credit Valley and Toronto, Grey & Bruce sections of the Canadian Pacific Ry., the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points, and at Windsor during the summer with C.P.R. steamers for Mackinac, Sault Ste. Marie and Fort William; the other connecting at Owen Sound with the C. P. Ry. Co.'s steamships for Sault Ste. Marie and Fort William.		(8.25) P.M.	2580

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2642
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|| Refreshment Stations.
Additional train leaves Toronto for Montreal at 8.45 a.m. on week days, arriving at Montreal at 7.55 p.m.

0.22

Miles from Montreal	Express Westb'd	STATIONS—DESCRIPTIVE NOTES	Express Eastb'd	Miles from Vancouver
	LEAVE		ARRIVE	
338	8.00 A.M.	Toronto —Regular trains leave Toronto for Owen Sound at 8.00 a.m. and 5.30 p.m., and Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m. These trains run daily except Sundays and stop at all stations. During the season of navigation, the Steamship Express leaves Toronto on sailing days at 10.45 a.m., passing through Parkdale (10.55 a.m.), and Toronto Junction (11.03 a.m.), and thence by way of Streetsville Junction to Melville Junction. Returning, leave Owen Sound at 10.00 a.m. on boat days, arriving Toronto 2.15 p.m.	8.40 P.M.	2585
	Mondays, Thursdays and Saturdays only		Saturdays, Tuesdays and Thursdays only	
384	10.07	Melville Junction.	6.31	2539
387	10.15	Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station.	6.25	2536
	10.30		6.10	
391	10.40	Orangeville Junction —Branch line to TEESWATER.	6.01	2532
394		Laurel	5.52	2529
398	10.55	Crombie	5.45	2525
403	11.05	Shelburne	5.36	2520
406	11.11	Melancthon	5.29	2517
410	11.19	Corbetton	5.21	2513
		Mills, four miles from <i>Shelburne</i> , are noted for extraordinary trout.		
414	11.26	Dundalk —The road is here 1,300 feet above Lake Ontario.	5.14	2509
424	11.48	Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.	4.53	2499
	NOON			
431	12.01	Markdale	4.40	2492
436	12.12	Berkeley	4.29	2487
440	12.20	Holland Centre	4.20	2483
447	12.34	Chatsworth	4.05	2476
452	12.45	Rockford	3.55	2471
		exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.		
	P.M.		P.M.	
460	Ar 1.00	Owen Sound —Pop. 8,000. The port on Georgian Bay for Canadian Pacific lake steamships, leaving west bound about 1.05 p.m. on Mondays, Thursdays and Saturdays. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone	Lv 3.40 Ar 9.00	2463
	Lv 1.05 P.M.		A.M.	
	Port of embarkation for the Upper Lakes		Trains leave Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m.	

† Refreshment Stations.

f Flag Station.

Additional trains every week day between Toronto and Owen Sound.

Miles from Montreal

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Express Eastbound	Miles from Vancouver
ARRIVE	
8.40 P.M.	2585
Saturdays, Tuesdays and Thursdays only	
6.31	2539
6.25	2536
6.10	
6.01	2532
5.52	2529
5.45	2525
5.36	2520
5.29	2517
5.21	2513
5.14	2509
4.53	2499
4.40	2492
4.29	2487
4.20	2483
4.05	2476
3.55	2471
3.40 P.M.	
3.40	2463
9.00 A.M.	
Trains leave via Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m.	

Miles from Montreal	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Fort William, local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay during the season of navigation.		
735	A. M. Ar 8.00 Lv 9.00	Sault Ste. Marie —Tuesdays, Fridays and Sundays going West, and Fridays, Mondays and Wednesdays going East. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Soo-Pacific line which leaves the Canadian Pacific Transcontinental route at Sudbury, and crosses the Rapids of the Ste. Mary, on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moose Jaw, in the Canadian North-West. Connection is also made with the Duluth, South Shore & Atlantic Ry. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to Algoma Park, the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc.	NOON Lv 12.00 Ar 11.30 A. M.	2188
	Arrive Wednesdays, Saturdays and Mondays		The C.P. steamer leaves Fort William Thursdays, Sundays and Tuesdays	
	EAST. TIME		EAST. TIME	
1010	7.00	Port Arthur —See page 21.	10.00	1913
1015	8.00	Fort William —Arrives Wednesdays, Saturdays and Mondays going West. Leaves Thursdays, Sundays and Tuesdays going East.	9.00 A. M.	1908
	A. M.			
	ARRIVE		LEAVE	

For Route west of Fort William see Transcontinental Rail Route, page 21. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, say from about 1st May to about 1st November, and weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases Ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation from Fort William to Port Arthur.

The Ontario Law prohibits the sale of liquor on all lake steamships sailing between Ontario ports.

Ontario Route

Toronto and North Bay : 228 Miles, G. T. Ry.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES		Express South-bound	Miles from Vancouver
	LEAVE			ARRIVE	
0	12.20pm	Toronto —Union Station. See page 59.		4.50	2770
30		Aurora	This road passes northward thro' an elevated agricultural region to the borders of Lake Simcoe.	P.M.	2740
35		Newmarket		2735	
38		Holland Landing		2732	
63	2.35	Allandale		2.50 P.M.	2707
	Week days only.	<i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 6.40 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Bracebridge and Huntsville are summer resorts and manufacturing towns.</i>			
87	3.13	Orillia		1.55	2684
112	4.15	Gravenhurst		12.55	2658
		<i>venhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Bracebridge and Huntsville are summer resorts and manufacturing towns.</i>			
122	4.55	Bracebridge		NOON 12.17	2648
146	5.55 P.M.	Huntsville		11.25 A.M.	2624
	Hotels and summer sport	<i>This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from</i>		Among the Muskoka lakes	

! Refreshment Station.

Miles from Toronto

171
183
189
220

228

! Refreshment Station.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES		Express South-bound	Miles from Vancouver
	LEAVE			LEAVE	
171	6.58	Burk's Falls	the railway.	10.30	2509
183	7.20	Sundridge	Beyond Lake	10.03	2587
189	7.40	South River	Rosseau, the	9.50	2581
220	9.10	Oaklander	great forests, always diversified by lakes in	8.24	2550
	Week days only.	picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined at <i>Nipissing Junction</i> , about four miles east of North Bay, but train connection is made at latter point, and its tracks are followed into North Bay.			
	ARRIVE			A.M.	
228	9.35 P.M.	North Bay	—See p. 18. These trains from Toronto make close connection with the Canadian Pacific Transcontinental Rail Route express trains to and from Winnipeg and Vancouver.	8.05 LEAVE	2542

! Refreshment Station.

T. Ry.

Express South-bound	Miles from Vancouver
ARRIVE	
1.50 P.M.	2770
	2740
	2735
	2732
2.50 P.M.	2707

2.55 2684
2.55 2658

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1.17 2624
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Transcontinental Route

WESTBOUND

CONDENSED TIME TABLE

STATIONS	PACIFIC EXPRESS							
	TIME	DAYS OF WEEK						
NEW YORK, via Montreal.....Lv	6.25 pm	Sun	Mo	Tu	We	Th	Fri	Sat
D. & H. Rd., via Montreal.....Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Toronto & N. Falls.Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
N. Y. L. E. & W. Rd.....Lv	6.55 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Prescott.....Lv	8.30 am	Sat	Mo	Tu	We	Th	Fri	Sat
Boston, via Montreal.....Lv	8.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Me., via Montreal.....Lv	8.55 pm	Sat	Mo	Tu	We	Th	Fri	Sat
HALIFAX, N.S.....Lv	8.50 am	Sat	Mo	Tu	We	Th	Fri	Sat
St. John, N.B.....Lv	4.00 pm	Sat	Mo	Tu	We	Th	Fri	Sat
Quebec.....Lv	10.30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
MONTREAL, Windsor St.....Lv	9.50 am	Mo	Tu	We	Th	Fri	Sat	Sat
Prescott.....Lv	7.05 am	Mo	Tu	We	Th	Fri	Sat	Sat
Brookville.....Lv	5.45 am	Mo	Tu	We	Th	Fri	Sat	Sat
Ottawa.....Lv	1.50 pm	Mo	Tu	We	Th	Fri	Sat	Sat
Carleton Junction.....Lv	2.55 pm	Mo	Tu	We	Th	Fri	Sat	Sat
Pembroke.....Lv	5.28 pm	Mo	Tu	We	Th	Fri	Sat	Sat
North Bay.....Ar	10.00 pm	Mo	Tu	We	Th	Fri	Sat	Sat
Niagara Falls.....Lv	7.50 am	Mo	Tu	We	Th	Fri	Sat	Sat
Toronto.....Lv	12.30 pm	Mo	Tu	We	Th	Fri	Sat	Sat
North Bay.....Ar	9.35 am	Mo	Tu	We	Th	Fri	Sat	Sat
North Bay.....Lv	15.15 pm	Mo	Tu	We	Th	Fri	Sat	Sat
Sudbury Junc.....Lv	12.45 am	Tu	We	Th	Fri	Sat	Sun	Sun
Chapleau.....Lv	7.38 am	Tu	We	Th	Fri	Sat	Sun	Sun
Nepequin.....Lv	7.45 pm	Tu	We	Th	Fri	Sat	Sun	Sun
PORT ARTHUR.....Lv	10.15 pm	Tu	We	Th	Fri	Sat	Sun	Sun
FORT WILLIAM (East. Time).....Ar	10.30 pm	Tu	We	Th	Fri	Sat	Sun	Sun
Toronto.....Lv	8.00 am	Sat	Mo	.....	.....	Th	.....	.....
Owen Sound.....Sum.	1.00 pm	Sat	Mo	.....	.....	Th	.....	.....
Sault Ste. Marie.....mer	8.00 am	Sun	Tu	.....	.....	Fri	.....	.....
PORT ARTHUR.....only	7.00 am	Mo	We	.....	.....	Sat	.....	.....
FORT WILLIAM (Cent. Time).....Ar	8.00 am	Mo	We	.....	.....	Sat	.....	.....
FORT WILLIAM (Cent. Time).....Ar	7.00 am	Mo	We	.....	.....	Sat	.....	.....
FORT WILLIAM (Central Time).....Lv	22.00	Tu	We	Th	Fri	Sat	Sun	Sun
WINNIPEG.....Ar	15.35	We	Th	Fri	Sat	Sun	Mo	Mo
WINNIPEG.....Ar	17.10	We	Th	Fri	Sat	Sun	Mo	Tu
Portage la Prairie.....Lv	19.16	We	Th	Fri	Sat	Sun	Mo	Tu
Brandon (Central Time).....Lv	21.60	We	Th	Fri	Sat	Sun	Mo	Tu
Qu'Appelle.....Lv	9.19	Th	Fri	Sat	Sun	Mo	Tu	We
Regina.....Lv	7.35	Th	Fri	Sat	Sun	Mo	Tu	We
St. Paul.....Lv	9.05 am	We	Th	Fri	Sat	Sun	Mo	Tu
Minneapolis.....Lv	9.35 am	We	Th	Fri	Sat	Sun	Mo	Tu
Moose Jaw.....Lv	9.55	Th	Fri	Sat	Sun	Mo	Tu	We
Medicine Hat.....Ar	19.30	Th	Fri	Sat	Sun	Mo	Tu	We
Calgary.....Lv	2.17	Fri	Sat	Sun	Mo	Tu	We	Th
BANFF HOT SPRINGS.....Lv	6.02	Fri	Sat	Sun	Mo	Tu	We	Th
Field.....Lv	8.19	Fri	Sat	Sun	Mo	Tu	We	Th
GLACIER (Pacific Time).....Lv	13.40	Fri	Sat	Sun	Mo	Tu	We	Th
REVELSTOCK.....Lv	16.25	Fri	Sat	Sun	Mo	Tu	We	Th
NORTH BEND.....Lv	7.00	Sat	Sun	Mo	Tu	We	Th	Fri
MISSION JUNC.....Ar	10.59	Sat	Sun	Mo	Tu	We	Th	Fri
Abbotsford.....Lv	11.29	Sat	Sun	Mo	Tu	We	Th	Fri
HUNTINGDON JUNC.....Lv	11.43	Sat	Sun	Mo	Tu	We	Th	Fri
Burns City.....Lv	11.50	Sat	Sun	Mo	Tu	We	Th	Fri
NEW WHATCOM. B. B. & B. C. Rd Lv	12.45	Sat	Sun	Mo	Tu	We	Th	Fri
New Whatcom. G.N. Ry.....Lv	12.55 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Fairhaven.....Ar	1.22	Sat	Sun	Mo	Tu	We	Th	Fri
Anacortes, Wash.....Ar	3.50	Sat	Sun	Mo	Tu	We	Th	Fri
Everett.....Ar	4.02	Sat	Sun	Mo	Tu	We	Th	Fri
Seattle, Wash.....Ar	5.50 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash. N. P. Rd.....Ar	11.05 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash. N. P. Rd.....Lv	11.10 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Portland, Ore.....Ar	7.00 am	Sun	Mo	Tu	We	Th	Fri	Sat
Sacramento, Cal., So. Pac. Rd.....Ar	6.20	Tu	We	Th	Fri	Sat	Sun	Mo
SAN FRANCISCO, Cal., So. Pac. Rd. Ar	10.45 am	Tu	We	Th	Fri	Sat	Sun	Mo
MISSION JUNC.....Lv	11.09	Sat	Sun	Mo	Tu	We	Th	Fri
New Westminster.....Ar	12.48	Sat	Sun	Mo	Tu	We	Th	Fri
VANCOUVER.....Ar	13.00	Sat	Sun	Mo	Tu	We	Th	Fri
Victoria, via Can. Pac. Nav. Co. Ar	19.18	Sat	Sun	Mo	Tu	We	Th	Fri
Victoria for San Francisco via Pacific Coast S. S. Line.....Lv	6.00 pm	{ June 1, 6, 11, 16, 21, 26; July 1, 6, 11, 16, 21, 26, 31; August 5, 10, 15, 20, 25, 1896.						
San Francisco via Pacific Coast S. S. Line.....Ar	am	{ June 4, 9, 14, 19, 24, 29; July 4, 9, 14, 19, 24, 29; August 3, 8, 13, 18, 23, 28, 1896.						
Victoria, B.C., P.S. & A.S.S.Co. Lv	8.30 pm	Sat	Sun	.....	Tu	We	Th	Fri
Port Townsend, Wash. P.S. & A.S.S.Co. Ar	11.30 pm	Sat	Sun	.....	Tu	We	Th	Fri
Seattle, Wash., P.S. & A.S.S.Co. Ar	3.00 am	Sat	Mo	.....	We	Th	Fri	Sat
Tacoma, Wash., P.S. & A.S.S.Co. Ar	4.45 am	Sun	Mo	.....	We	Th	Fri	Sat

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. Sunday time is, w 10 p.m.

* On Mondays connection for Victoria is via New Westminster.

† Approximate time.

While water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Port William See page 62.

FACOMIA, V.
Seattle, W.
Port Townsend,
Victoria, B.
San Francisco,
Pacific
Victoria, B.
Line...
Victoria, B.
VANCOUVER
New Westminster
SAN FRANCISCO
Sacramento
Portland, O.
Tacoma, W.
Seattle, W.
Everett, W.
Anacortes,
Fairhaven,
NEW WHA
NEW WHA
C. Rd.,
Sumas City
HUNTINGDON
Abbotsford
MISSION JUNC
MISSION JUNC
NORTH BEND
REVELSTOCK
GLACIER
Field (Mont)
BANFF HOT
Calgary
Medicine Hat
Moose Jaw
Minneapolis
St. Paul
Regina
Qu'Appelle
Brandon (C
Portage la P
WINNIPEG
PORT WILLIAM
PORT WILLIAM
PORT ARTHUR
Sault Ste. M
Owen Sound
Toronto
PORT WILLIAM
PORT ARTHUR
Nepequin
Chapleau
Sudbury Junc
North Bay
North Bay
Toronto
Niagara Falls
Pembroke
Carleton Junc
Ottawa
Brookville
Prescott
Montreal
Quebec
St. John, N.
HALIFAX
Portland
Boston, M.
NEW YORK
New York
NEW YORK
New York
D. & H.
NEW YORK
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* Train
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William.

Transcontinental Route

EASTBOUND

CONDENSED TIME TABLE

While water is low on Lake Superior, U. P. steamers may omit Fort Arthur, calling only at Fort William. See page 61.

Sleeping and Parlor Car Service

FROM	TO	SLEEPING CAR		PARLOR CAR	
		Depart	Berth Rate	Depart	Seat Rate
① Bangor	St. John	7.30 pm	2.00		
① Bangor	Boston	11.30	2.00	1.40 pm	1.00
① Boston	Vancouver (7.30 p.m.)	7.45	2.00	9.00 am	1.00
① Boston	Bangor	7.30	2.00	9.00 am	1.00
Boston	Montreal	8.00 pm	2.00	9.00 am	1.50
Boston	Chicago		5.50		
Boston	St. Paul	9.00 am	7.00		
Chicago (Dearborn St.)	Toronto	10.30 pm	5.00		
Chicago	Montreal (10.30 pm)		5.00		
Chicago	Boston and Portland		5.50		
Detroit	Toronto		2.00		
Detroit	Fort Street		3.50		
Detroit	Union St'n		4.50		
Halifax	Montreal, via St. John	6.50 am	4.00		
① Montreal	New York	4.25 pm	2.00	8.10 am	2.00
① Montreal	Boston	8.30	2.00	9.00	1.50
① Montreal	Portland		2.70		1.50
① Montreal	St. John	8.40	2.50		
① Montreal	Halifax, via St. John	8.40 pm	4.00		
① Montreal	Vancouver	9.30 am	30.00	8.20	1.00
① Montreal	Toronto	9.00 pm	3.00		
① Montreal	Chicago	9.00	5.00		
① Montreal	St. Paul	9.10	6.00		
① Montreal	Duluth		6.00		
① Montreal	Ottawa	9.10	1.50	8.30 am	50
① Montreal	Quebec	10.30	1.50	8.10 am	75
① Montreal	"			8.30 pm	75
① New York	Montreal	6.00		8.30 am	2.00
New Whatcom	St. Paul	8.00	13.50		
① North Bay	Toronto	8.20	2.00	8.05 am	1.00
① Old Orchard	Montreal		2.00		1.50
Ottawa	Toronto	10.35 pm	2.00		
Ottawa	Montreal	4.25 am	1.50	6.05 pm	50
Owen Sound	Toronto				50
① Portland	Montreal		2.00	1.10 pm	1.50
① Quebec	Montreal	10.30 pm	1.50		50
Sault Ste. Marie	Duluth	5.45	2.50		
Sault Ste. Marie	St. Paul	5.40	2.50		
St. John	Montreal	4.05	2.50		
① St. John	Boston	4.00	3.00		
① St. Paul	Winnipeg	7.45 pm	3.00		
St. Paul	New Whatcom	9.05 am	13.50		
St. Paul	Montreal	6.45 pm	6.00		
St. Paul	Boston, via Montreal	6.45	7.00		
Toronto	Montreal	9.00	2.00	8.45 am	1.00
Toronto	Ottawa	9.00 pm	2.00		
Toronto	Chicago (s) 4.00 pm.	7.30 am	3.00		
① Toronto	North Bay	6.15 pm	2.00	12.10 pm	1.00
Toronto	Vancouver, via North Bay	12.30	18.50		
Toronto	Owen Sound				50
Vancouver	Montreal	8.00	30.00		
Vancouver	Winnipeg	2.00	12.00		
Winnipeg	Vancouver	5.15	12.00		
① Winnipeg	St. Paul	8.30 pm	3.00		

* Daily. † Daily except Sun. ‡ Daily except Sat. § Sun. only. ¶ Daily, except Sat. and Sun. † Sat. only.
 # Daily, Vancouver to Winnipeg: daily, except Friday, Winnipeg to Montreal. n Change to Transcontinental
 sleeper at North Bay. o Connects with Parlor Car for St. John. r Sleeping or Parlor Car. † Sleeping Cars
 run from abt 22nd June to abt 30th October; Parlor Cars from about 25th June to about 30th October.
 r From about June 23rd to Sept. 21st. ① Sleeping Car lines operated partly by C.P.Ry and partly Sleeping
 Car Companies.

Proportionate Rates between other Stations.

Sleeping Car Sections, in Canadian Pacific Cars, double the berth rate. In Drawing Rooms between three and four times the berth rate.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to holders of First Class transportation.

Two adults WHEN TRAVELLING TOGETHER AND BOARDING CAR AT SAME STATION, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket, if each presents a railway passage ticket.

Canadian Pacific Railway Agents stated below have car diagrams for locating passengers other ticket agents will secure accommodation on application to them:

Boston	W. BENSON, 107 Washington St.
Halifax	C. B. PHILIPS, 126 Hollis St.
Montreal	W. F. EGG, 129 St. James St.
Ottawa	J. R. PARKER, 42 Sparks St.
Portland, Me.	G. H. THOMPSON, Maine Central R.R. Station.
Quebec	GEO. DUNCAN, Opposite Post Office
Sault Ste. Marie, Mich.	T. R. HARVEY, Steamship Wharf.
St. John, N.B.	W. H. C. MAC KAY, Clubb's Corner.
Toronto	C. K. McPHERSON, A. G. P. A., 1 King St. East
Vancouver	JAMES S. LATEL, Station Ticket Agent
Winnipeg	W. M. McLEOD, 471 Main St.

o Telegrams for accommodation required same night should be addressed to station agents if sent after 6.00 p.m. All city offices are closed on Sundays and legal holidays, and close at 6.00 p.m. week days.

Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and St. Paul, will be held at following stations several hours before the arrival of Sleeping Cars, and accommodation may be secured by telegram or letter.

PACIFIC EXP. (Westbound)—North Bay, Fort William, Winnipeg, Regina, Calgary, (from 1st Nov. to 30th April), Banff (from 1st May to 31st Oct.), Glacier.
 ATLANTIC EXP. (Eastbound)—Glacier, Banff (from 1st May to 31st Oct.), Calgary (from 1st Nov. to 30th April), Regina, Brandon, Winnipeg, Ft. William, North Bay.

ST. PAUL EXP.—Montreal, St. Ste. Marie, Mich. BOSTON EXP.—Montreal, St. Ste. Marie, Mich. Telegrams or letters direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route. Acknowledgment will be sent by mail unless specially requested to telegraph.

Stop-over.—Holders of through Sleeping Car Tickets, reading through both Winnipeg and Mission Junc. in either direction, will be furnished on application to Sleeping Car Porter, with check for stop over at Winnipeg, Banff Hot Springs, Laggan, Field, Glacier, Revelstoke or North Bend as desired.

J. A. SHEFFIELD, SUPT. SLEEPING, DINING AND PARLOR CARS AND HOTELS MONTREAL

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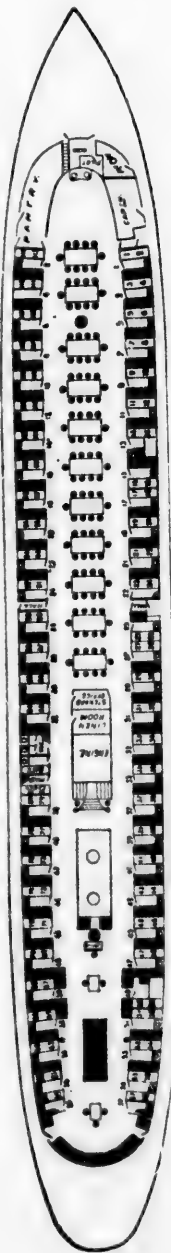
MONTREAL

CANADIAN PACIFIC UPPER LAKE STEAMSHIPS

(SUMMER ONLY)

ALBERTA, ATHABASCA AND MANITOBA

CABIN DIAGRAM OF THE EXPRESS STEAMSHIPS ALBERTA AND ATHABASCA.



THE STEAMSHIP MANITOBA BEING 30 FEET LONGER HAS TEN ADDITIONAL STATEROOMS

For further particulars see pages 60 and 61 of this book.

y. Approximate Time, subject to change without notice.

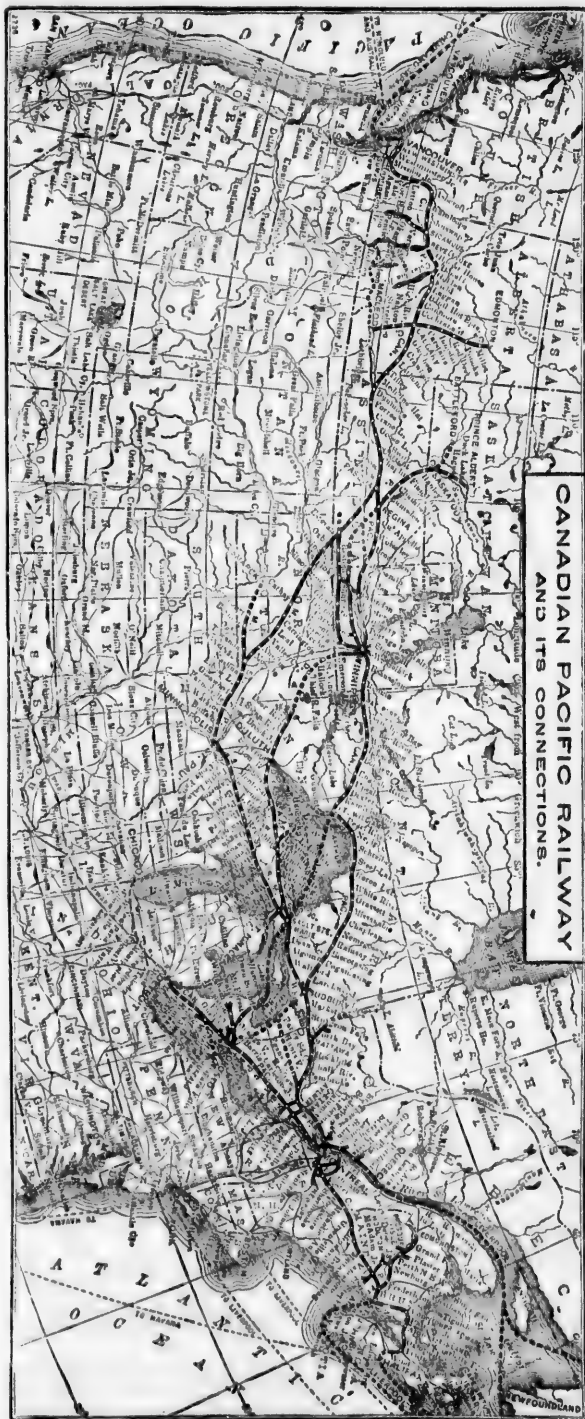
These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted up with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like ocean greyhounds than the usual lake steamship. The Manitoba is 300 feet, 2500 tons; the Alberta and Athabasca are 270 feet long, 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First Class Round Trip and Tourists' Tickets include meals and berths; Second Class, Colonist and Emigrant Tickets, deck passage only



the Alberta and Athabasca are 270 feet long. 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First Class Round Trip and Tourists Tickets include meals and berths; Second Class, Colonist and Emigrant Tickets, deck passage only





CANADIAN PACIFIC RY. TELEGRAPHS

The telegraph system of the C. P. R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of Railway in the Dominion of Canada.

The **COMMERCIAL CABLE CO.** (Mackay-Bennett System) gives the C.P.R. the most direct connection with Europe.

The Postal Telegraph Co. of New York and San Francisco enables the **C. P. R.** to reach all the important points in the United States.

See that all cablegrams are marked **Via Commercial**, as this Cable Company connects with the Canadian Pacific Railway's system of telegraph on the American side and with all telegraph systems in Europe.

A tariff of charges for telegrams is posted at all Telegraph Offices, and senders of messages are requested to compare these with the charges made.

Head Office: **MONTREAL.**

CHAS. R. HOSMER, Manager Telegraphs

DOMINION EXPRESS COMPANY

OPERATING ON ALL LINES OF THE

CANADIAN PACIFIC RAILWAY

ALSO ON THE LINES OF THE

Intercolonial Railway
Manitoba & Northwestern Railway
Kingston & Pembroke Railway
Erie & Huron Railway
Bay of Quinte Railway & Navigation Co.
Brockville, Westport & Sault Ste. Marie Railway
Joggins Railway
Elgin, Petictodiac & Havelock Railway
Prince Edward Island Railway
Bellingham Bay & British Columbia Railway
The Allan Line Royal Mail Steamers and the Dominion Line Mail Steamers (weekly to and from Europe)
Canadian Pacific Royal Mail Steamship Line (to and from all Treaty Ports in China and Japan) and Canadian-Australian Line of Royal Mail Steamships to Australia, via Honolulu, H. I., and Suva, Fiji.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C. O. D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly** and at **reasonable rates**.

Have fire and burglar proof safes in cars for the safe carriage of money, bonds and valuables.

Have a system of Through Trunks for small parcels, reducing the risk of loss, damage or delay.

Grant Special Rates on produce, and on large consignments of merchandise.

Sell money orders payable in Canada, the United States and Europe.

Promptly adjust all claims for loss or damage.

Have branch offices conveniently situated and make the most liberal free delivery in all cities.

Parcels for all parts of Canada and the United States, per Dominion Express Co. of Canada, shipped from any part in Great Britain, sent to care of Archer Baker, European Agent, at addresses shown on inside page back cover, will be forwarded promptly by mail steamers of the Allan and Dominion Lines at lowest rates.

S. T. STEWART, Superintendent	- - -	Montreal
J. A. BOSWELL,	- - -	Toronto
G. FORD,	- - -	Winnipeg
W. S. STOUT, General Manager,	- - -	Toronto

ADVERTISING ON THE CANADIAN PACIFIC RAILWAY.

For terms for displaying advertisements on the premises of the Canadian Pacific Railway along its lines, apply to the **Acton Burrows Company**, Head Office, 33 Melville St., Toronto. Branch Offices: Montreal; 393 Main St., Winnipeg, and 22 Cordova St., Vancouver, Canada.

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CANADIAN PACIFIC RAILWAY

RAILWAY & FREE LANDS

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches. The lands along the Saskatchewan, Battle and Red Deer Rivers have long been known as the most fertile and attractive of the whole North-West. Opportunity is now given to purchase valuable farms in the vicinity of Edmonton, Red Deer and Battleford at low prices, on easy terms and without any conditions of settlement. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at the uniform price of \$3.00 per acre, and the purchaser may go into immediate possession on payment of one-tenth of the purchase money, and the balance in nine annual instalments.

The valuable lands allotted to the Canada North-West Land Co., Ltd., are for sale at the office of the Land Dept. Purchasers have the privilege of paying for these lands in the preferred shares of the Land Co., which are accepted at their par value.

All surveyed even numbered sections, excepting 8 and 26, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

The Railway traverses three of the most important divisions of the North-West viz.: Manitoba, Assiniboia, and Alberta.

MANITOBA

Is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great, probably greater, than those of any other part of the North American Continent. The soil is a rich black loam of great strength and depth, that of the Red River Valley being particularly well adapted for the growth of wheat. The Province is well supplied by nature with wood, hay and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans and people from every state in Europe, so that the intending settler, no matter what his nationality, can settle amongst his own countrymen.

ASSINIBOIA

The central district of the North-West, contains the largest unbroken tract of wheat-growing land to be found on the American Continent, viz.: the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for 100 miles in a straight line, keeping in the same uniformly rich clay loam. The western part of the District is particularly well adapted for Stock Raising, having a climate that permits of Cattle Grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses of the plains, and watered by the South Saskatchewan, Red Deer, Swift Current, and the innumerable spring-fed streams flowing from the Cypress Hills.

ALBERTA

Is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of 120,000 square miles. It is celebrated for its mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the "Chinook Winds" which follow a north-easterly direction from the current in the Southern Pacific Ocean, whence they receive their warmth. The snow in winter rarely lies longer than four or five days when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province an abundance of water for grazing and all other purposes.

The wild grasses of the Province are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches all in first-class condition for the market, and it is a fact, that even in the spring, cattle which have not received any feed except what they get by grazing are brought in from the ranches as fat as stall fed cattle in the Eastern Provinces.

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for Cheese and Butter Making, and before long it will be as noted for such industries as for its ranches.

Land Explorers are offered reduced return rates, 1st Class to Winnipeg from points in Canada east of Sudbury. Holders of such tickets and also bona fide Land Explorers, coming from the United States, who can furnish satisfactory proof of the same to the undersigned, can purchase return tickets from Winnipeg to points west in the Provinces of Manitoba, Assiniboia or Alberta, the value of which will be refunded original holder should he purchase within thirty days one quarter section (160 acres) of Canadian Pacific Railway farm lands. A similar rebate will be made to actual settlers on Canadian Government farm lands west of Winnipeg and east of Calgary, on production of proof of purchase or entry of same within the thirty days, and of the person so purchasing or making entry having settled upon the land.

Westbound trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Office of the Company in the Railway Depot, where maps and pamphlets, descriptive of the Free Grant and Railway Lands through which the Railway passes can be obtained. Stop-over privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to Archer Baker, European Agent, at addresses on inside page back cover, or to

L. A. HAMILTON,

O. P. R. Land Commissioner, WINNIPEG, MAN.

PROVINCIAL ARCHIVES OF B. C.

CALENDAR

1896

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	..	1	2	..	1	2	3	4	5	6	..	..	..	1	2	3	4	..	..	..	..	..	..	1	..
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
24	25	26	27	28	29	30	28	29	30	..	..	..	..	26	27	28	29	30	31	..	23	24	25	26	27	28	29
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	30	31	..	..	..	..	..

SEPTEMB'R							OCTOBER							NOVEMB'R							DECEMB'R						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	1	2	3	4	5	..	..	..	1	2	3	..	1	2	3	4	5	6	7	..	..	1	2	3	4	5
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
27	28	29	30	..	..	..	25	26	27	28	29	30	31	29	30	..	..	..	..	..	27	28	29	30	31	..	..

1897

JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	..	1	2	..	1	2	3	4	5	6	..	1	2	3	4	5	6	..	..	..	1	2	3	..	..
3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13	4	5	6	7	8	9	10
10	11	12	13	14	15	16	14	15	16	17	18	19	20	14	15	16	17	18	19	20	11	12	13	14	15	16	17
17	18	19	20	21	22	23	21	22	23	24	25	26	27	21	22	23	24	25	26	27	18	19	20	21	22	23	24
24	25	26	27	28	29	30	28	..	..	..	..	..	..	28	29	30	31	..	..	..	25	26	27	28	29	30	..
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

TIME

The 24-hour system is used at all C. P. Ry. Stations Fort William and west, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

EASTERN TIME.—On C.P.Ry. East of Fort William and Detroit.

CENTRAL TIME.—Fort William to Brandon, including Manitoba branches.

MOUNTAIN TIME.—Brandon to Donald and branches.

PACIFIC TIME.—Donald to Vancouver and branches.

Thus, when it is 12 noon at Montreal, - Eastern Time.
 it is 11 o'clock at Winnipeg, Central "
 " 10 " Regina, Mountain "
 " 9 " Vancouver, Pacific "

AGENCIES

Adelaide,	Aus.	Geo. Wills & Co.
Auckland,	N.Z.	{ L. D. Nathan & Co. Thos. Cook & Son.
Baltimore,	Md.	H. McMurtrie, Frt. & Pass. Agt., 308 East German St.
Bombay,	India	Thomas Cook & Son, 13 Rampart Row.
Boston,	Mass.	{ H. J. Colvin, District Pass. Agt., 197 Washington St. W. Benson, City Pass. Agent., 197 Washington St.
Brisbane,	Qd.	Burns, Philip & Co., Ltd.
Brookville,	Ont.	{ G. E. McGlade, Ticket Agt., Cor. King St. and Court House Ave.
Buffalo,	N.Y.	E. P. Allen, Frt. and Pass. Agent, 14 Exchange St.
Calcutta,	India	{ Sidney Haywood, 30 Dalhousie Square. Thomas Cook & Son, 11 Old Court House Street.
Chicago,	Ill.	{ J. Francis Lee, General Agent, Passenger Dept., 232 South Clark St. W. R. MacInnes, General Agent, Freight Dept., 234 La Salle Street.
Colombo,	Ceylon	Thos. Cook & Son (E. B. Creasey)
Detroit,	Mich.	{ C. Sheehy, Dist. Pass. Agent, 11 Fort St. West. W. A. Kittermaster, District Freight Agent, 11 Fort St. W.
Duluth,	Minn.	T. H. Larke, 426 Spaulding House Block.
Glasgow,	Scotland	A. Baker, European Traffic Agt., 67 St. Vincent St.
Halifax,	N.S.	C. S. Philips, Ticket Agent, 126 Hollis St.
Hamilton,	Ont.	W. J. Grant, 8 St. James St. South.
Hong Kong,		D. E. Brown, General Agent, China, Japan, etc.
Honolulu,	K. I.	T. H. Davies & Co.
Kobe,	Japan	Frazer & Co.
Liverpool,	Eng.	A. Baker, European Traffic Agent, 7 James St.
London,	Eng.	{ " " " 67, 68 King William St., E.O. " " " and 30 Cockspur St., S.W.
London,	Ont.	T. R. Parker, Ticket Agent, 161 Dundas St.
Malta,		Turnbull, Jr., & Somerville, Correspondents.
Melbourne,	Aus.	{ Huddart, Parker & Co., Ltd. Thos. Cook & Son.
Minneapolis,	Minn.	W. B. Chandler, Ticket Agent, Soo Line, 127 Third Street S., Guaranty Building.
Montreal,	Que.	W. F. Egg, City Pass. Agt., 129 St. James St.
New Whatecom,	Wash.	Jno. McNicoll, Passenger Agent, 1473 Holly St.
New York,	N.Y.	{ E. V. Skinner, Gen. Eastern Agt., 353 Broadway. Land and Emigration Office, 1 Broadway Everett Frazer, China & Japan Frt. Agt., 63-65 Wall St.
Niagara Falls,	N.Y.	{ D. Isaacs, Prospect House. Belden & King.
Ottawa,	Ont.	J. E. Parker, City Pass. Agt., 42 Sparks St.
Paris,	France	{ Hernu, Peron & Co. } 41 Boulevard Hausmann and Ticket Agents, } 95 Rue des Marais, St. Martin. International Sleeping Car Co., 3 Place de l'Opera.
Philadelphia,	Pa.	H. McMurtrie, Frt. and Pass. Agt., corner 3rd and Chestnut Sts.
Pittsburg,	Pa.	{ F. W. Salisbury, Frt. and Pass. Agent, Room 505, Ferguson Building.
Portland,	Me.	G. H. Thompson, Ticket Agent, Maine Central Rd. Union Depot.
Portland,	Ore.	Allan Cameron, Passenger Agent, 146 Third St.
Pt. Townsend,	Wash.	J. R. Mason, 106 Taylor St.
Quebec,	Que.	Geo. Duncan, City Pass. Agt., Opp. Post Office.
Sault Ste. Marie,	Mich.	T. R. Harvey, Steamship Wharf.
Sherbrooke,	Que.	E. H. Crean, Ticket Agent, 6 Commercial St.
St. John,	N.B.	{ A. H. Notman, District Passenger Agent. W. H. C. Mackay, City Tkt. Agent, Chubb's Corner.
St. Paul,	Minn.	H. E. Huntington, Ticket Agent, Soo Line, 308 Robert Street, Hotel Ryan.
San Francisco,	Cal.	{ M. M. Stern, Dist. Frt. & Pass. Agt., Chronicle Bldg Goodall, Perkins & Co., Agts. P.C.S.S.Co., 10 Market St.
Seattle,	Wash.	E. W. MacGinnis, Yeeler Building, 609 Front St.
Shanghai,	China	Jardine, Matheson & Co.
Sydney,	Aus.	Huddart, Parker & Co., Ltd., 63 Pitt St.
Tacoma,	Wash.	W. R. Thompson, Frt. & Pass. Agt., 1023 Pacific Ave.
Toronto,	Ont.	{ C. E. McPherson, Asst. Gen. } 1 King Street East Passenger Agent,
Vancouver,	B.C.	{ G. McL. Brown, District Passenger Agent. James Solater, Ticket Agent.
Victoria,	B.C.	G. L. Courtney, Frt. & Pass. Agt., Government St.
Winnipeg,	Man.	W. M. McLeod, City Ticket Agt., 471 Main St.
Yokohama,	Japan	Wm. T. Payne, Gen. Traffic Agt. for Japan, 14 Bund

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